

# Babies, Babes, and Bulldogs at War




No. 9—May 23rd, 1915.

EAST MOOR

PRICE 2d



<b>432 SQUADRON</b> <b>(HEAVY BOMBER)</b>			<b>Aircraft</b>
<u>Date</u>			
<b>1-5-43</b>	<b>Formed at SKIPTON-ON-SWALE</b> Establishment: WAR/BC/154A. Aircraft Establishment: 16 I.E. and 2 I.R. Q.C. & I. W.C. H.W. KERBY, M.C.A.P. (missing 30-7-43)		<b>Wellington III</b>
<b>5-43</b>			<b>Wellington X</b>
<b>30-7-43</b>	U.C.: W/C W.A. McKAY, (DFC, -4-44)(30-5-44, posted)		
<b>18-9-43</b>	<b>To EAST MOOR.</b>		
<b>25-10-43</b>	Wellington aircraft replaced by		<b>Lancaster II</b>
<b>31-1-44</b>	Adjutant: F/L H.H. Harris (13-5-44, posted) Squadron re-equipping with		<b>Halifax III</b>
<b>13-5-44</b>	Adjutant: F/L G.W. Jacques.		
<b>30-5-44</b>	OC: S/L J.K.F. MacDONALD, RCAF. (missing 25/26-7-44)		
<b>26-7-44</b>	OC: W/C.A.D.R. LOWE, RCAF. (Posted)		
<b>1-8-44</b>	Adjutant: F/O L.M. Kennedy.		
<b>9-44</b>	<b>Squadron re-equipping with</b>		<b>Halifax VII</b>
<b>27-9-44</b>	OC: W/C J.K. MacDonald (RCAF) (-1-45 awarded a <u>DFC</u> )		
<b>30-1-45</b>	OC: W/C S.H. Winhinnick, <u>DFC</u> , RCAF.		

No. 432 [Leaside] Squadron was the 12<sup>th</sup> RCAF Bomber Squadron formed overseas, and the first to be formed under No. 6 [RCAF] Group Command, 1 May 1943. They flew the Wellington Mk. III, Mk. X, and Lancaster Mk. II on strategic and tactical bombing operations. On 11 October 1943, the squadron was adopted by the Town of Leaside, Ontario, which name would later be painted on two of their early Halifax Mk. III aircraft in female nose art. In the last week of January 1944, they began converting to their new Halifax Mk. III aircraft, which would be painted with some of the best RCAF nose art in WWII.

The first two Halifax Mk. III aircraft were test flown by No. 432 Squadron on 7 February 1944, and the first operation test flight was flown on 16 February 1944 with five new Halifax Mk. III bombers, LW592 "A", LK761 "B", LW596 "D", LW614 "S", and LW584 "Y". The five aircraft were detailed on a sea search for a missing aircraft [aircrew] in the North Sea, 13:30 to 16:42 hrs.

The first Halifax Mk. III operation was flown on 24/25 February 1944 to bomb Schweinfurt, Germany, aircraft serial - LW597 "C", LW594 "G", LW596 "D", LW617 "J", LW582 "M", LK765 "H" LK754 "Z" and LW592 "Y" were assigned. In the following weeks, Cpl. Thomas M. Dunn R86146, and another ground crew LAC Glen Inch began to paint early RCAF "Leaside" squadron aircraft nose art on the new Halifax Mk. III bombers.

The first twenty-three Halifax Mk. III assigned to RCAF No. 432 [Leaside] Squadron were:

LW582	QO-M	FTR [Failed to Return] Aucheres 8 June 1944.
LW583	QO-L	FTR Haine St. Pierre 9 May 1944.
LW584	QO-Y	FTR Frankfurt 23 March 1944.
LW592	QO-A	FTR Montzen 28 April 1944.
LW593	QO-O	FTR Berlin 25 March 1944
LW594	QO-G	FTR Haine St. Pierre 9May 1944
LW595	QO-Q	FTR Hamburg 29 July 1944
LW596	QO-D	FTR Hamburg 29 July 1944
LW597	QO-C	FTR Augsburg 26 February 1944
LW598	QO-K	Spun-in from 800 feet, burnt, Newton-on-Ouse, 9 June 1944.
LW614	QO-S	Crashed high ground Hacknees, Yorkshire, burnt, 12 April 1944.
LW615	QO-U	Bounced on landing East Moor, overshoot, crashed, 7 May 1944.
LW616	QO-R	FTR Cambrai, 13 June 1944.
LW617	QO-J	Overshot landing, Lissett, u/carriage collapsed, 31 March 1944.
LK643	QO-E	FTR Noisy-le-Sec, 19 April 1944.
LK682	QO-	FTR Nurnburg, 31 March 1944.
LK687	QO-	FTR Nurnburg, 31 March 1944.
LK754	QO-Z	SOC [Struck off-charge] Scrapped – 24 January 1947
LK761	QO-B	Crashed - Stillington, Yorks, 16 February 1944.
LK764	QO-Z	SOC scrapped 28 February 1947.
LK765	QO-H	SOC scrapped 21 December 1946.
LK766	QO-V	SOC scrapped 11 May 1945.
LK779	QO-W	FTR Frankfurt, 23 March 1944.

In the first twenty-three assigned aircraft, fourteen RCAF Halifax bombers were lost on operations, five crashed, and only four survived the war to be scrapped 1945-47.



Training flight of No. 432 Squadron Halifax Mk. III aircraft over East Moor in April 1944, taken by rear-gunner Sgt. Doug Penny. Doug began his RCAF career in October 1941, but had to wait until his eighteenth birthday, officially joined 23 April 1942. First posted to No. 420 [Snowy Owl] squadron in North Africa, they returned to England where they lost their original pilot flying with another crew. Posted to a place Doug called "Wombleton-in-the-mud" [No. 61 RCAF Training Base] where they crewed-up with veteran pilot S/L Maurice William Pettit [DFC] who had completed 27 operations in No. 128 Squadron RAF. Posted 13 June 1944, to No. 432 Squadron, assigned a new Halifax Mk. III serial LW596, QO-D [for Dog] and began their flight training.

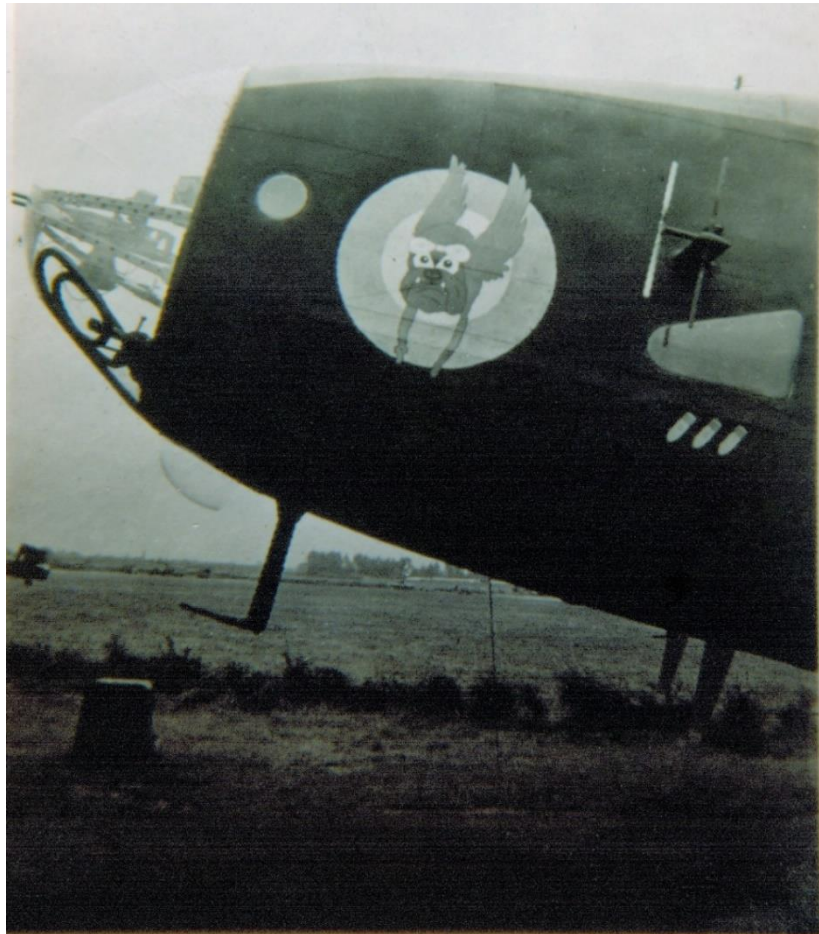
... of (Unit or Formation) **No. 432 (R.C.A.F.) SQUADRON.**

Date	Time	Summary of Events	
		J.16060 F/L. Pettit, N.W.	(Pilot)
		R149460 F/S. Branch, A.H.	(Nav.)
		J.24023 F/O. Gray, W.	(A/B.)
		R97120 W/O. Keogh, G.J.	(WOP/AG.)
		R163541 Sgt. Penny, D.	(A/G.)
		R149288 W/O. Bullivant, R.	(A/G.)
		1803113 Sgt. Plummer, A.V.	(F/E.)

13.3.44.



The new crew training at East Moor, March 1944, Sgt. Penny front - second from right.

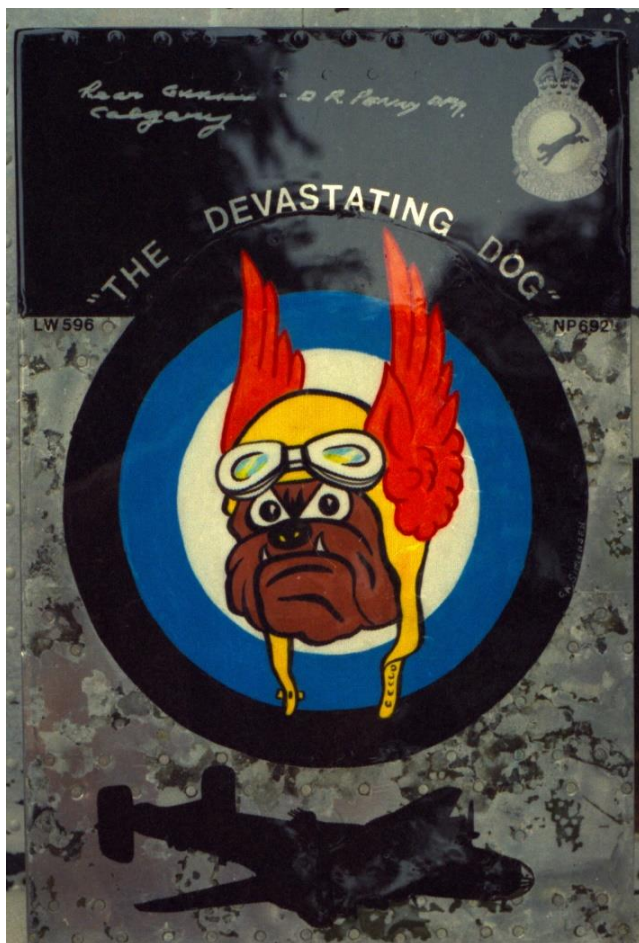


First nose art painted by LAC Glen Inch on LW596, 11 April 1944.

The new nose art painting completed on LW596 after her third operation, 11 April 1944, snapped by rear-gun Sgt. Doug Penny. The nose artist was LAC Glen Inch from Brampton, Ontario, and the new name "The Devastating Dog" has not been completed on this date. The first operation on 18/19 March 1944, was flown without nose art.

NIGHT	HALIFAX III	J.16060	F/L	Pettit, M.	Go	19:07	01:05
18/19.3.44.	LW. 586 "D"	R149460	W/O.	Buchan, A.			
		J.24023	F/O.	Gray, W.			
		F97120	W/O.	Keogh, E.			
		F159288	W/O.	Bullivant, R.			
		F163541	Sgt.	Penny, D.			
		1803113	Sgt.	Plummer, A.			

This crew report good visibility over the target area. The target was identified by the P.F.F. markers and an attack was made from 22000ft at 2210 hours. The markers were in the bomb sight at moment of release. The markers were not very bright. A good sortie but very difficult to assess the result. The base was reached without incident. Load carried:- 630 x 4lbs., 64 x 30lbs. incendiaries. Devilled

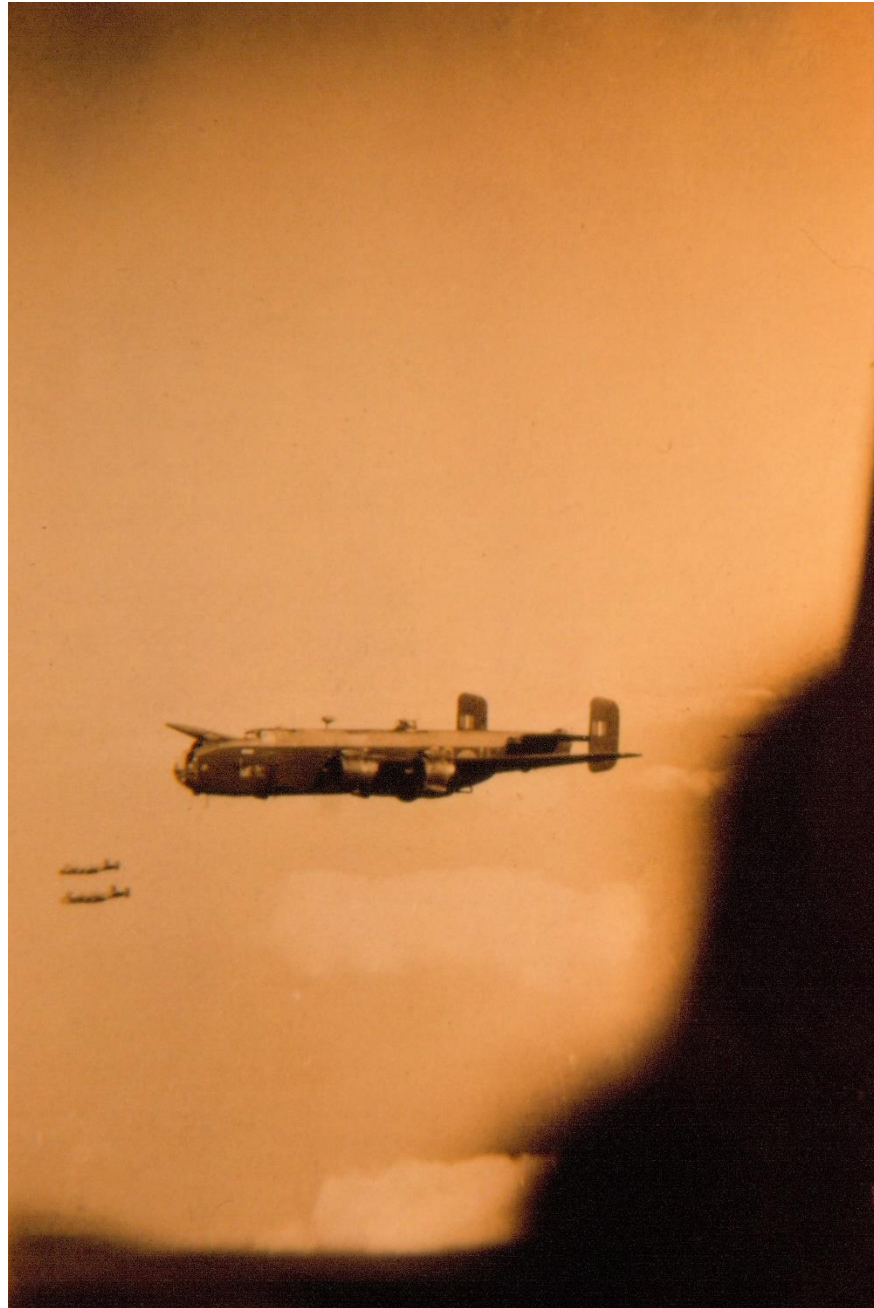


Halifax Mk. III, LW596, Bomber Command Museum.



Halifax Mk. VII, NP692.

The original nose art appeared on Halifax Mk. III serial LW596 and the replacement Halifax Mk. VII serial NP692, both flown by F/L Pettit aircrew. The replica nose art has been painted twice on original Halifax skin from serial NA337, by the author. The left panel is displayed at Nanton, Alberta, and was signed by Doug Penny in 2003. The right panel was painted in 1998, for the Halifax Aircraft Association in Trenton, Ontario, for a proposed RCAF nose art museum, location today unknown.



A rare RCAF photo taken from the rear gun [Sgt. Doug Penny] in “The Devastating Dog” on early morning return to East Morr after an operation.

# Pugnacious Pup!

OFFICIAL INSIGNE  
355TH FIGHTER SQUADRON  
ARMY AIR FORCES

To the men who fly into battle with this emblem on their Airacof fighter planes—and to those other squadron members who do the work on the ground—Oldsmobile respectfully dedicates this page



Here's to those "Pugnacious Pups," the "Battling Bulldogs" of the 355th Fighter Squadron. We know that whatever they do—whether in practice or in actual combat—they'll do it with all the tenacity and savage courage for which the bulldog is famous. Let the Axis beware, when these fighting Yanks come streaking from a cloud cover, their motors roaring, their cannon blasting out a stream of high-explosive destruction... We at Oldsmobile wish every member of the 355th Fighter Squadron the very best of luck against the enemy. May every "dog-fight" be a winning fight... for the "Pugnacious Pups!"



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Nothing gives us greater satisfaction at Oldsmobile than the knowledge that the Fire-Power we build is being used by such gallant and courageous fighting men as those who represent America on the far flung battle-fronts today. Our automatic aircraft cannon, for example, are mounted on the planes of the "Pugnacious Pups," and many other famous

squadrons of the A.A.F. Our tank and tank destroyer cannon are manned by the fighters of the Armored and Tank Destroyer Forces. Our high-explosive and armor-piercing shell are fired in almost every branch of the services, including the Field Artillery and the Navy. As we work at our machines and our benches and our drawing boards, putting every bit of skill and knowledge we can muster into the job... our chief hope is that the Fire-Power products we build may prove worthy of the fighting men who use them.

## **BACK THEM UP TO THE LIMIT**

The closer our fighting men get to Tokyo and Berlin and the tougher the going becomes, the more they need the support of our fighting dollars. Let's not let them down.

**BUY WAR BONDS**

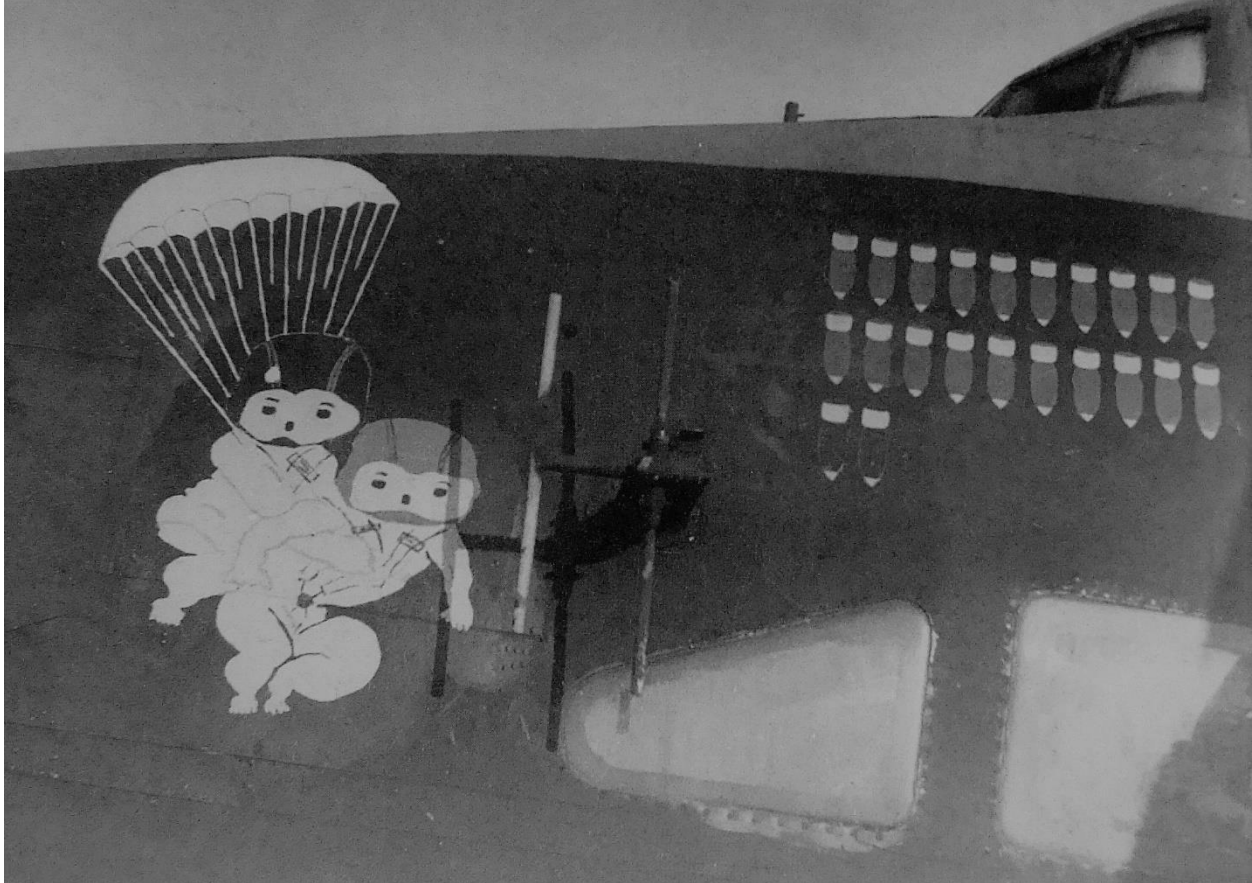


**OLDSMOBILE DIVISION OF GENERAL MOTORS**

The RCAF nose art was inspired by a 1943 General Motors ad in the American Saturday Evening Post magazine.



Many of these early Halifax Mk. III nose arts were preserved by No. 432 Squadron LAC Russell Beach [Engine Mechanic] who photographed eighteen bombers while they were under repair in the hangar at East Moor, Yorkshire. [Letter research and photo collection obtained by author in 1987]



LAC Russell Beach ground crew No. 432 Squadron.

This nose art painting by Glen Inch was preserved in a photo by LAC Russell Beach, however, the serial number of the Halifax aircraft is still unknown. The humorous nose art in fact displays the truth, where a complete generation of Canadian babies went to war, and trained as a team to save each others lives. If the nose art had any connection to a parachute or piggy-back, then it should be QO-P, which code only appeared on one Halifax Mk. III serial LW412, a veteran that first flew with No. 429 and 431 Squadrons. This aircraft only completed two operations with 432, the last 16/17 June 1944, and it should be ruled out. Halifax Mk. VII, NP807, was the next Halifax to wear code QO-P, completing 27 operations with No. 432 Squadron from 6 October 1944 until 13 January 1945, then was transferred to No. 408 on 16 January 1945, scrapped 26 May 1945. Halifax Mk. VII, RG454 completed 22 operations with No. 432, wearing QO-P, then flew with the RAF postwar. SOC 13 December 1946 and scrapped.



**Author replica painting for model builders, possibly wearing letters QO-P. During WWII a large percentage of Canadian nose art paintings were molded through the medium of American radio, films, and reading material. The use of nose art babies is believed to be Canadian inspired from the front pages of Maclean's and the Toronto Star Weekly magazine publications.**

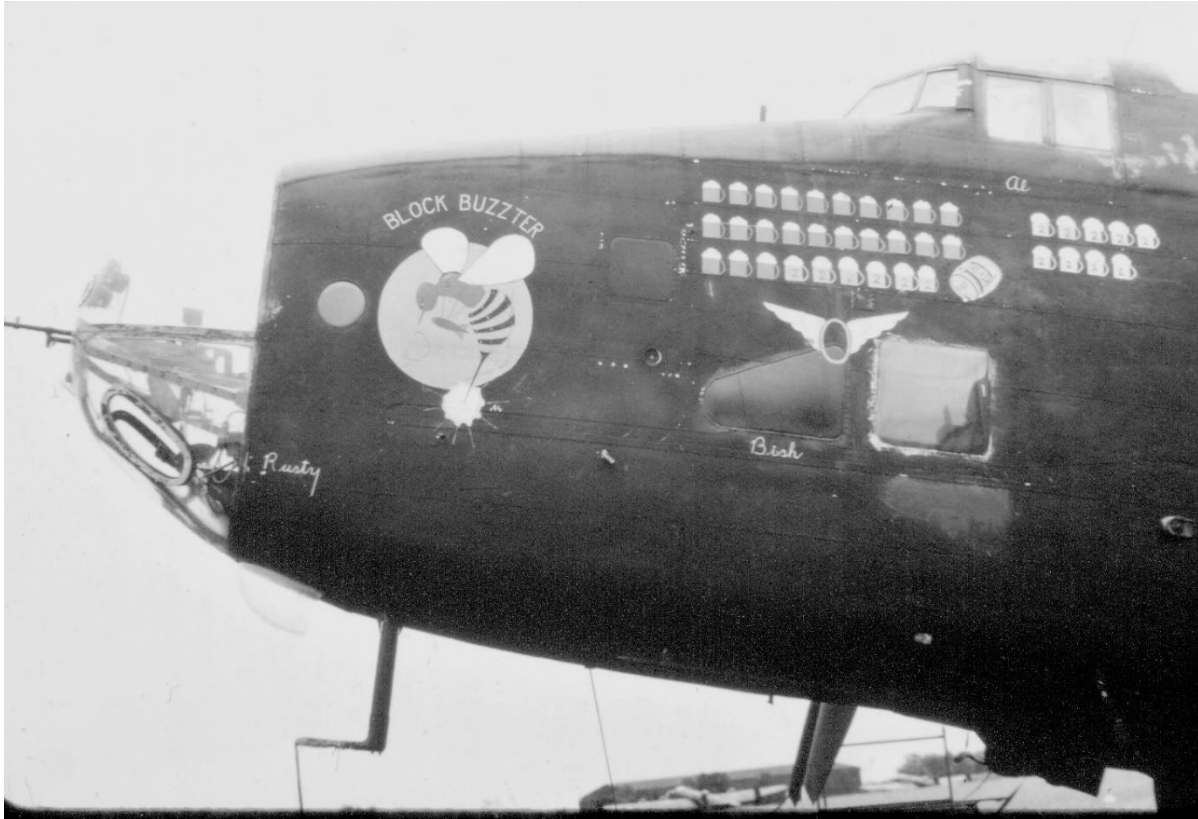
# STAR WEEKLY

TORONTO  
DECEMBER 31, 1943

10  
CENTS

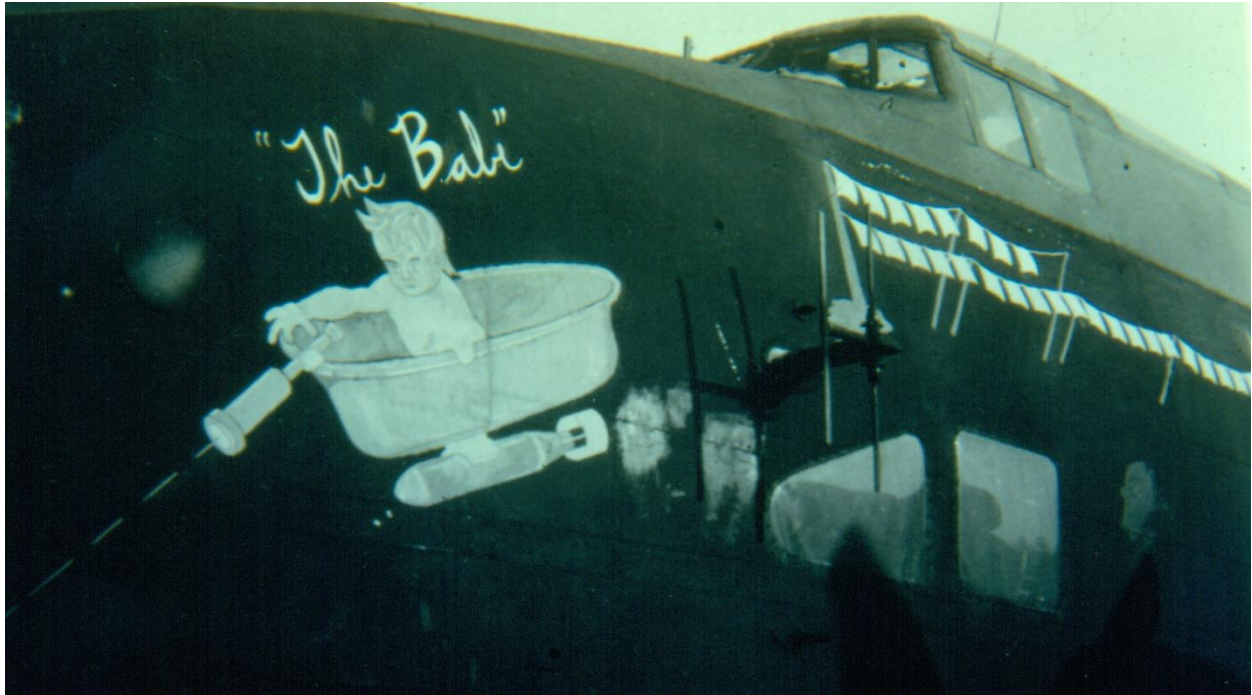


December 31, 1943



The original Halifax Mk. III to wear the code QO-B was "Block Buzzter" [Bee with stinger attacking Germany] and she completed 30 operations [Beer Keg] with No. 432 Squadron, the last on 6/7 July 1944. Transferred to No. 415 Squadron where she completed at least nine more operations and survived the war. Replaced by a Halifax Mk. VII, serial number NP702, flew eight operations beginning 11 July 1944, QO-B failed to return from Hamburg, 28/29 July 44, crew of J86745P/O E.A. Clarke, flying their last 30<sup>nd</sup> aircrew operation.

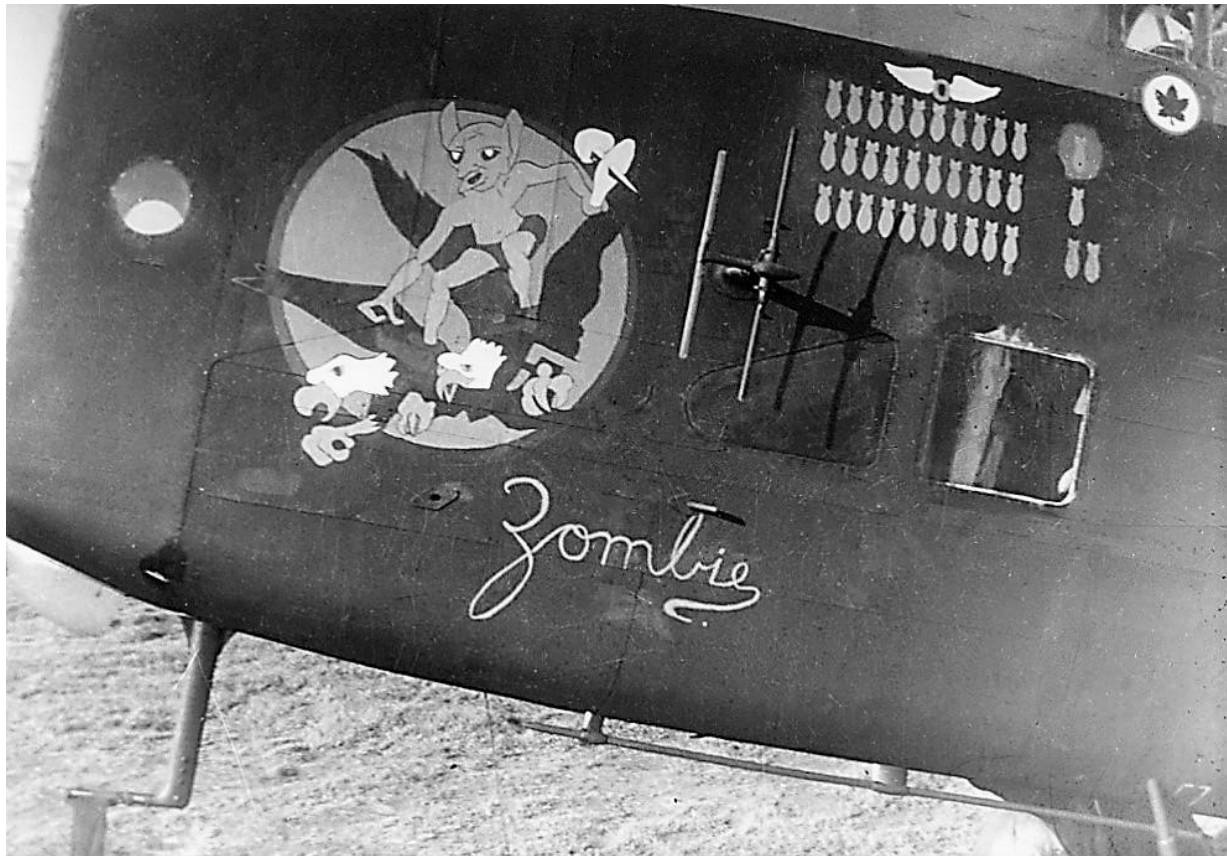
NIGHT	HALIFAX VII	J.86745	P/O. Clarke, E.A.	BOMBING	22:41	---
28/29.7.44	NP.702 "B"	J.86577	P/O. Bishop, E.	HAMBURG		
		R170546	F/S. Brown, W.			
		R169723	F/S. Lewis, H.			
		J.86794	P/O. Burgess, F.			
		R197723	F/S. Cook, J.			
		R891636	Sgt. Bradshaw, G.			
This aircraft failed to return from this operation. Nothing has been heard from any members of the crew after take off. Below are the operational trips and hours of the members of the crew:-						A.1523
						OPERATIONAL.
						Trips. Hours.
J.86745	P/O. Clarke, E.A.	(Pilot)	32	1	165:35	
J.86577	P/O. E.H. BISHOP,	(Nav.)	29		143:50	
R170546	F/S. BROWN, W.	(A/B.)	30		147:45	
R169723	F/S. LEWIS, H.B.	(WOP/AG)	30		147:45	
J.86794	P/O. F.A. BURGESS,	(A/G.)	31		151:15	
R.197723	F/S. COOK, J.	(A/G.)	31		151:25	
R891636	Sgt. BRADSHAW, G.W.	(F/E.)	30		147:45	



Halifax B. Mk. VII, serial NP736, was the first constructed by Fairey Aviation in a batch of 157 built 1 August to December 1944. Assigned to No. 432 code QO-B she was painted by LAC Glen Inch and named "The Babe." Survived the war and sold for scrap 30 December 1949.



A young generation of Canadians that went to war, so the Babies of 1945 could live in World Peace.



Painted by Glen Inch on Halifax Mk. III, QO-Z, "Zombie" serial MZ585, flew only three operations with No. 432 Squadron then transferred to No. 415 Squadron in mid-July 1944. Replica painted in 1998, for Karl Kjarsgaard and the Halifax Aircraft Association, Trenton, Ontario.

BY No. 432 (R.C.A.F.) SQUADRON.

(Form 1) WL 9025-26 50,000 Yds I.S. 700  
(Form 2-1918) WL 9025-26 105M 10/42 I.S. 700

FOR THE MONTH OF July 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		
				UP	DOWN	
DAY 1.7.44	HALIFAX III MZ. 585 "Z"	J. 86029 P/O McKean, G.	do	V-BOMB SITE	14:56	18:36
		J. 29993 F/O Wakelin, D.				
		J. 19303 F/O Sunley, H.				
		R189574 Sgt Higgins, O.				
		R130227 Sgt LaFleche, J.				
		R144110 Sgt Lee, H.				
		R163206 Sgt Metcalfe, W.				
		R895368 Sgt Gage, H.				

This crew report good visibility and 10th/10th cloud over the target area. The target was identified by the P.F.F. markers. The attack was made from 13400 ft. at 1659.50 hours. The markers were in the bomb sight at moment of release. The bombing was very scattered. The base was reached without incident. Load carried: 16 x 500 lbs. G.P.

DAY 4.7.44	HALIFAX III MZ. 585 "Z"	J. 85061 P/O. Card, E.	do	V-BOMB SITE	12:09	16:01
		J. 27470 F/O. Myers, C.				
		J. 27271 F/O. Todd, E.				
		R182385 Sgt. Drake, B.				
		R192298 Sgt. Seaman, H.				
		R223631 Sgt. Anderson, H.				
		R186882 Sgt. Wilburn, G.				
		1672759 Sgt. Dewar, W.				

This crew report good visibility over the target area. The target was identified by the P.F.F. markers and an attack was made from 13000ft at 1401.25 hours. The markers were in the bomb sight at moment of release. No results were seen. The base was reached without incident. Load carried: 16 x 500lbs. G.P.

NIGHT 5/6.7.44	HALIFAX III MZ. 585 "Z"	R166666 Sgt. Diamond, R.	BOMBING	V-BOMB SITE	01:05	05:40
		J. 85978 F/O. Hannon, C.	BIENNAIS.			
		J. 35118 F/O. Stolberg, W.				
		R161485 F/S. Sharpe, I.				
		R155227 F/S. Graham, H.				
		R255124 Sgt. Harrington, M.				
		1826348 Sgt. Hutchinson, K.				

This crew report good visibility over the target area. The target was identified by the P.F.F. markers and an attack was made from 11000ft at 0334 hours. The markers were in the bomb sight at moment of release. No results of the bombing was observed. The base was reached without incident. Load carried: 16 x 500lbs. G.P.

The three operations of "Zombie" were all flown against the V-1 launch site at Biennais, France.





Another American insignia borrowed and repainted from LIFE magazine General Motors advertisement in 1944. The Halifax ended her career with RCAF No. 1665 Heavy Conversion Unit at Topcliffe, swung on landing and under carriage collapsed, scrapped 1 May 1945. The impressive nose art was not salvaged.



Glen Inch also decorated the NCO's Mess Hall at East Moor with the "Gremlin – on a Double Eagle" [RCAF - Zombie] where it remained until late postwar. This image was taken by Ian Foster inside the vacant building in the summer of 1981. [It's possible it still survives in England]

This American insignia was originally created for the 339<sup>th</sup> Fighter Squadron, 347<sup>th</sup> Fighter Group, 13<sup>th</sup> Air Force, flying the new twin-engine P-38 fighter in New Caledonia and Guadalcanal, 3 October 1942 until 1 December 1943. Never made official during WWII, the official emblem [new design] was not approved until 19 October 1955, featuring a silver colored dragon shooting flames of fire.

It was very common for RCAF nose art to be copied from American inspired 8<sup>th</sup> Air Force Heavy Bomber units flying in England. The "Kaydid" is an American long-horned grasshopper which omits a shrill sound which appears to say "Kay-did" "Kay-did" and this possibly became a nose art inspired painting in the 93<sup>rd</sup> Bomb Group in England.



The original nose art "Katy Bug" appeared on the nose of a B-24D bomber, 8<sup>th</sup> Air Force, 93<sup>rd</sup> Bomb Group, 328<sup>th</sup> Bomb Squadron based at Alconbury, England, October 1942. On 18 November 1942, the aircraft crashed and four of her crew were killed.



Halifax Mk. III, QO-K, serial LW598 was assigned to No. 432 Squadron in mid February 1944, flying the first operation 25/26 February 1944 to Schweinfurt, Germany, by pilot R139629 F/Sgt. D. Maddock. The Halifax completed 10 operations, the last on 22/23 May 1944, flown by J85610 P/O W. Fernyhough. The nose art was the same as the American "Katy Bug" painted by Canadian ground crew Glen Inch from Brampton, Ontario, appearing in the photo after operation #8 on 8 May 1944. The Halifax crashed during a training flight on 9 June 44 and burnt at Newton-on-Ouse.

The replacement Halifax was a Mk. III, serial MZ591, QO-K, which failed to return from an attack on Metz, France, 28/29 June 1944, pilot J85610 P/O Walter Fernyhough and aircrew were flying their last 30th operation. Only one RAF member of the crew survived, the other six Canadians are buried in the Communal Cemetery at Criel, Oise, France. In July 1944, No. 432 received nineteen new Halifax Mk. VII aircraft with serial NP695 assigned the code QO-K.



The above image was taken after operation #22, flown by J87336 P/O G. Sherlock to bomb Brest, Germany, 25/26 August 1944. The Halifax was named "Klueless Kitty" again painted by Glen Inch, and she completed forty operations from 1 July until 6/7 December 1944. The nose art has a very interesting history which began with RCAF No. 438 Fighter Squadron at RAF Station Hurn, England. Canadian Fighter Pilot F/L Ross Reid submitted a request for a mischievous looking Wildcat to Walt Disney artists at Burbank, California, and their unofficial unit insignia was created by Hank Porter in May 1944.



This March 1942 image shows Disney artist Hank Porter at work, with his RCAF “Wildcat” Canadian No. 438 [Fighter] Squadron Insignia in the background. The same Wildcat nose art insignia was copied and painted on Halifax Mk. VII, serial NP695, flying in No. 432 [Leaside] Squadron, named “Klueless Kitty.” The RCAF artist is believed to be LAC Glen Inch [his style] but never confirmed.



Author replica of Halifax NP695 “Klueless Kitty” which had one more ‘lightning-bolt’ whisker [three on right side] than the original Disney [Hank Porter] creation.

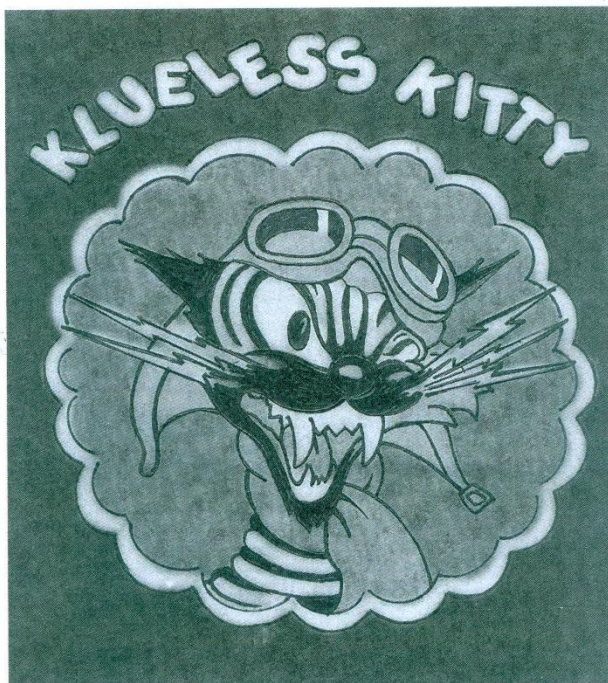
By No. 432 (R.C.A.F.) Squadron.

\*15323-9511) Wt. 25722-2156 75M 10/44 T.S. 700

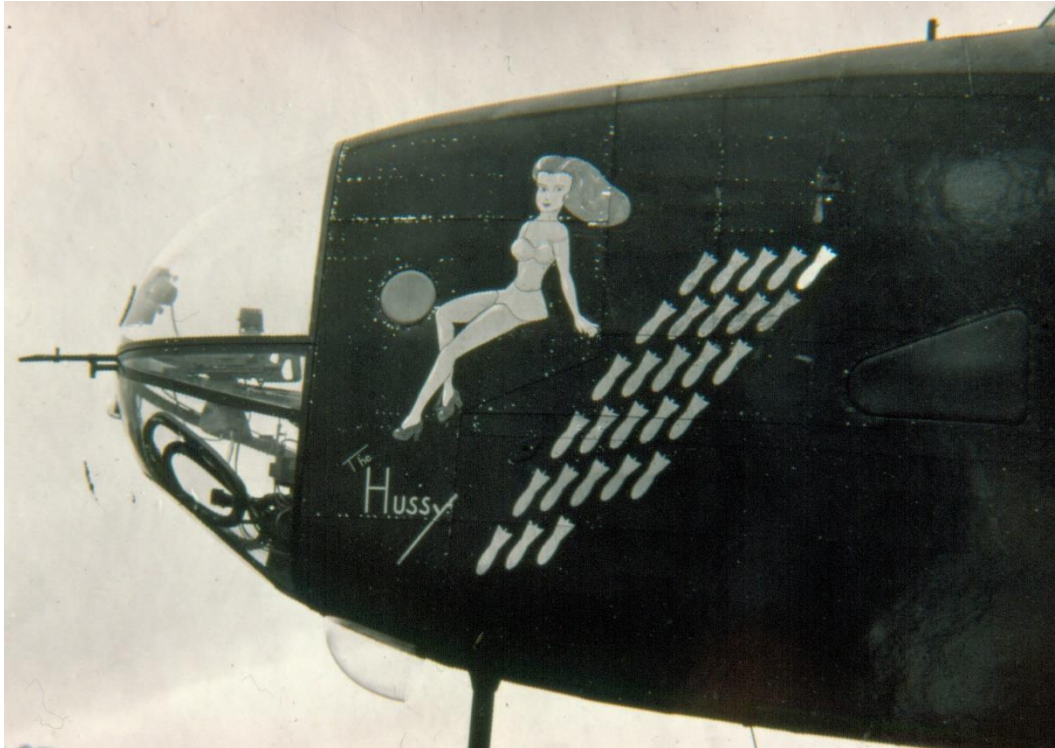
FOR THE MONTH OF DECEMBER, 1944

DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME	
				UP	DOWN
NIGHT 6/7.12.44	HALIFAX VII NR. 695 "K"	J.27831 F/O Speirs G.H.	BOMBING OSNABRUCK	16:13	-

KLULESS KITTYY II 40th OP. →		DETAILS OF SORTIE OR FLIGHT		
		This aircraft failed to return from this operation. Nothing has been heard from any member of the crew since take-off. Below are the Operational points, trips and hours of the members of the crew;		
		<u>OPERATIONAL</u>		
			Points.	Trips.
K-1A- CAN- P.O.W.		J.27831 F/O G.H. Speirs. (Pilot)	47	12 70:40
CAN- P.O.W.		B174480 F/S Callaghan P.A. (Nav)	35	9 53:15
CAN- P.O.W.		J.26210 F/O C.W. Wilkinson (A/B)	35	9 53:15
CAN- P.O.W.		J.89784 F/O C.W. Soles (WOP/AG)	35	9 53:15
K.I.A. RAF- P.O.W.		B150272 F/S Quinn H.C. (A/G)	35	9 53:15
		B39826 F/O Chalmers J.G.W. (A/G)	Nil	Nil Nil
		B35173 Sgt James J.G. (F/E)	35	9 53:15

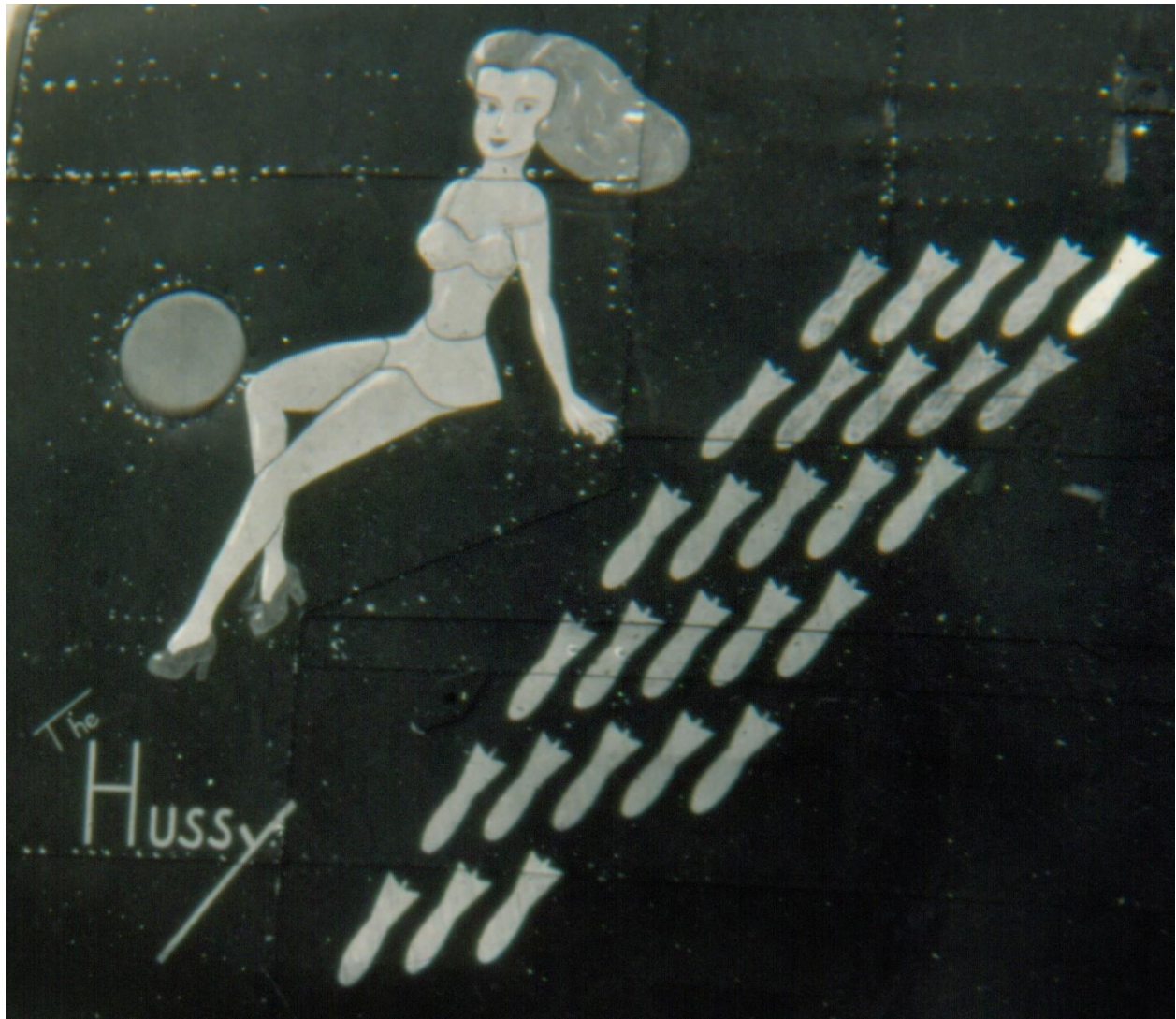


On 6/7 December 1944, "Kitty" was flying her 40<sup>th</sup> RCAF operation when she was shot down. The veteran pilot George Herbert Speirs [25 years] from Mount Forest, Ontario, was on his 47<sup>th</sup> operation and his crew were on their second operational 'tour' when shot down. Five of the crew survived and became Prisoners of War.



The Hussy [same image] was painted on two different Halifax Mk. III aircraft LK765 and LW686 which flew with No. 432 Squadron. Above color replica painted for Halifax Aircraft Association in 1998.





The first Halifax Mk. III, serial LK765 was assigned the code letters QO-H and began operations on 24/25 February 1944. This aircraft was painted with a pin-up lady and named "The Hussy" by artist Glen Inch, ground crew No. 432 Squadron. The last and seventh operation was flown on 24/25 March 1944, then the bomber was used as a trainer until transferred to No. 415 in July 1944. Halifax Mk. III, serial LW686 became the replacement aircraft wearing code QO-H, and again painted with the same pin-up lady nose art and name "The Hussy" image seen above. The first operation was flown on 30/31 March 1944 by pilot W/O J.J. Cooper #776 and the twenty-eighth was completed to Bamieres, France, German V-1 site on 27/28 June 1944. The Halifax LW686 was transferred to No. 415 Squadron and flew until 8 August 1944, when it overshot on landing at East Moor, the under carriage collapsed and she was sent for scrapping.



Russell Beach collection.

Dirty Gerty was a pretty blonde haired English 'lady of the evening' wearing a bright red sexy dress. Gerty has managed to spill her pint of beer and in the same movement exposed her left breast, shocking the barman who appears to be a man of color.

The aircraft code letter was most likely "G for Gerty" and No. 432 flew four different aircraft with those letters. Halifax Mk. III, serial MZ672 was the first assigned and flew only three operations beginning 17/18 June 1944. Transferred to No. 429 Squadron, then No. 425 Squadron, No. 1666 HVU and last No. 1664 Heavy Conversion Unit, survived the war and was scrapped 12 February 1947.

Halifax Mk. VII, serial NP690 began operations with No. 432 wearing code QO-G on 7/8 July, flew eight operations that month, and ten more in August. During a routine training flight, the Halifax swung on take-off at Linton-on-Ouse, the under carriage collapsed and the bomber burnt, 18 August 1944.

Halifax Mk. VII, serial NP701 was the next in line to wear code "G" on 28/29 August 1944, flying twenty-eight operations until 17/18 December 44, lost Duisburg. Germany.



The last Halifax to wear QO-G became Mk. VII, serial PN208, completed twenty-seven operations until end of war in May 1945. [Possibly "Dirty Gerty"] scrapped by RAF on 30 December 1949.

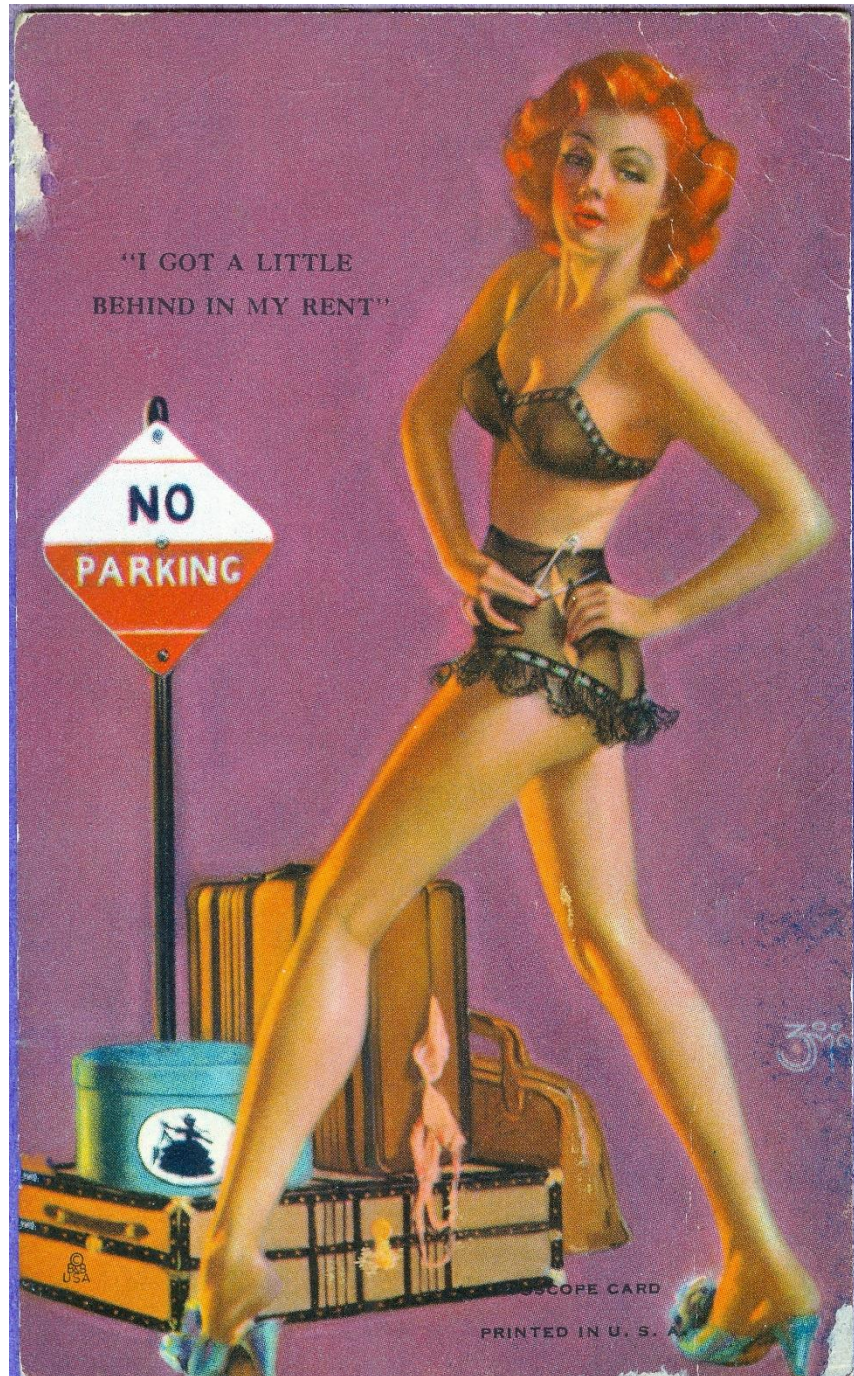


Saucy Sue or Saucy Suzy was another No. 432 Squadron Halifax Mk. III decorated by Glen Inch, but little is known about the pin-up art or serial number of her bomber QO-S. The larger percentage of RCAF aircraft nose art came from the rigorously trained American 'fine' artists of the period 1930-45. Because these artists created appealing images of pretty "All-American" girls in nude or semi-nude poses, they were called "illustrators." In 1932, illustrator Earl Steffa Moran signed a contract with Brown and Bigelow calendars, and by 1940 millions had been sold, which inspired many RCAF bomber nose art paintings.

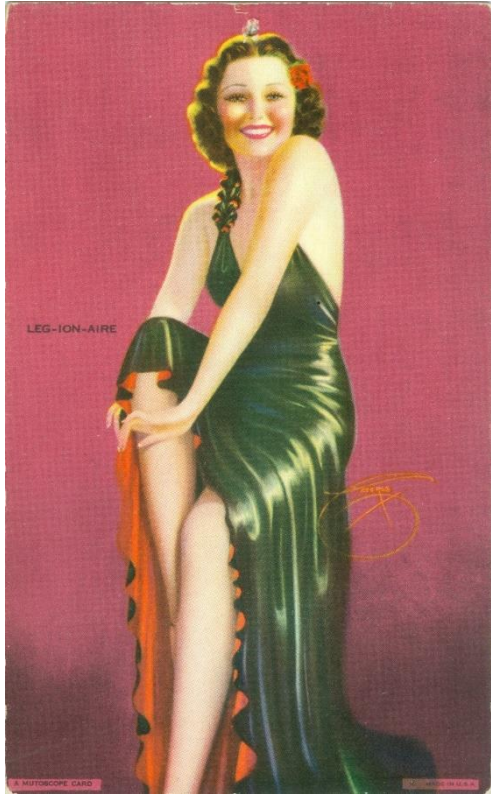




When the United States declared war on Japan 8 December 1941, many American artists reissued twelve page booklets of the girls they had painted in the 1930s, which were printed in 8" by 10" format [above] with catch names "Palette-Able." Artist like Vaughan Alden and famous artist Gil Elvgren printed tens of thousands of their girls, which were mailed to troops overseas, and appeared on the nose of many Allied aircraft. [author collection]



Zoe Mozert [above] was known as the pin-up model who “paints ‘Em Too” a reference to the fact she posed herself before a mirror and created popular nudes. In 1942, she published both calendars and mutoscope pin-up cards for the troops. Hundreds inspired WWII nose art including the RCAF. These same American cards and calendars were also mass produced in Ontario and Quebec and sold across Canada during the war years. [author collection]



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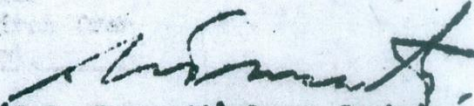
File: 8.2-3-415 (DAS)  
8.2-12-1 (DAS)  
15th July, 1944.

SECRET

INFORMATION MEMORANDUM NO. 82

Transfer of No. 415 (RCAF) Squadron from Coastal Command to Bomber Command.

1. No. 415 (R.C.A.F.) Squadron and No. 8415 (R.C.A.F.) Servicing Echelon are to be transferred from Coastal Command to Bomber Command with effect from 12th July, 1944, in accordance with the general terms of Information Memorandum No. 76, dated 18th April, 1944.
2. Concurrently with its transfer to Bomber Command, No. 415 (R.C.A.F.) Squadron will be re-equipped from its present aircraft establishment of 15 U.E. Albacore and 10 U.E. Wellington XIII, to 20 U.E. Halifax III. On transfer, No. 415 (R.C.A.F.) Squadron will be placed in No. 6 (R.C.A.F.) Group and will be located at R.C.A.F. Station, East Moor, No. 62 (R.C.A.F.) Base.
3. No. 8415 (R.C.A.F.) Servicing Echelon will, with effect from the date of transfer to Bomber Command, be re-numbered No. 9415 (R.C.A.F.) Servicing Echelon and will service, and be located with, No. 415 (R.C.A.F.) Squadron.
4. Aircrew personnel will not be included in this transfer of 415 to Bomber Command, but will be posted by Coastal Command to Nos. 524 or 119 Squadrons, in which they will complete their operational tour. (Para. 4 of Information Memorandum No. 76 refers).

  
(G.G. Truscott) Group Captain,  
Director of Air Staff.

Following the invasion of Europe [D-Day, 6 June 1944] and the result of lack of enemy shipping activity in the English Channel, No. 415 [Swordfish] Squadron was transferred to Bomber Command and joined No. 432 [Leaside] Squadron at East Moor, Yorkshire, England. All of the Halifax Mk. III aircraft, with RCAF nose art, were now transferred to No. 415 Squadron, which commenced flying from the same base at East Moor, wearing new code letters "6U." Trained No. 6 [RCAF] Group aircrews were now posted from other squadrons to reform the new No. 415 [Swordfish] Squadron and training began in twenty-three veteran Halifax Mk. III aircraft and many already carried No. 432 Squadron combat Canadian nose art paintings.



O.C. Nite Flying: F/L Wilmot.

No. 415 (R.C.A.F.) Squadron  
OPERATION NO. 1

28/29th July, 1944.

**From 432 - "J" LZ. 660**  
 P J. 86029 F/O McKean  
 N J. 2993 F/O Wakelin  
 A/B R163700 F/S Hoffat  
 WOP R189571 Sgt Higgins  
 MU/AG R252873 Sgt Morris  
 R/AG R144118 Sgt Lee  
 F/E 1895368 Sgt Gage  
 M/AG R190846 Sgt McPhee

**From 420 - "A" LZ. 575**  
 P J. 18186 F/O Brown  
 2/P J. 7614 F/L Barnes  
 N C. 2206 F/L Thompson  
 A/B R91824 Sgt Baptiste  
 WOP J. 27781 F/O McGill  
 MU/AG R107163 Sgt Labercane  
 R/AG J. 38161 F/O Huskison  
 F/E 1896270 Sgt Larke  
 M/AG R250546 Sgt Vine

**From 420 - "F" NA. 583**  
 P J. 25838 F/O Patton  
 N J. 28973 F/O Provias  
 A/B R181719 Sgt Hill  
 WOP R183552 Sgt Ford  
 MU/AG R205154 Sgt Kell  
 R/AG R215595 Sgt Turner  
 F/E 1819472 Sgt Watson  
 M/AG R208808 Sgt Iouldeen

**From 425 - "H" LW. 680**  
 P J. 16568 F/O Sherman  
 N J. 35746 F/O Aubrey  
 A/B J. 23584 F/O Dworkin  
 WOP J. 21608 F/O Quinlan  
 MU/AG J. 39859 P/O McGlashan  
 R/AG J. 40088 P/O Sears  
 F/E 1591923 Sgt Park  
 M/AG R121261 Sgt Mitchell

**From 432 - "K" LK. 755**  
 P R178943 Sgt Lane  
 N J. 36116 F/O LeGrice  
 A/B R172955 Sgt Graham  
 WOP R197258 W/O Roberts  
 MU/AG R190746 Sgt Smallbridge  
 R/AG R203291 Sgt Bannister  
 F/E 1954072 Sgt Eltherington  
 M/AG R161433 Sgt Fox

**From 420 - "D" NA. 582**  
 P J. 86509 P/O Forbes  
 N J. 35761 P/O Fernie  
 A/B R184868 Sgt Morris  
 WOP 136141 F/S Vitarelli  
 MU/AG R186485 Sgt Lovie  
 R/AG R200775 Sgt Scarf  
 F/E 1867640 Sgt Afford  
 M/AG R121748 Sgt Morrison

**From 425 - "N" LL. 576**  
 P J. 9201 W/C McNeill DFC  
 N J. 85711 P/O McKillop  
 A/B J. 10417 F/L McNicol  
 WOP 146604 F/O Rowsell  
 MU/AG 1210183 F/S Glaisher  
 R/AG J. 86327 P/O Graham  
 F/E 54929 P/O Hargreaves  
 M/AG J. 17055 F/O Powell

J. T.  
 D. J.  
 G. E.  
 O. C.  
 J. F.  
 H. D.  
 H. J.  
 W. D.

W. F.  
 H. G.  
 D. P.  
 F. J.  
 R. J.  
 C. J.  
 W. J.  
 P. E.  
 J.

L. W.  
 P.  
 R. R.  
 J. I.  
 A.  
 E. B.  
 R.  
 W.

W. J.  
 G. A.  
 D. L.  
 W. E.  
 L. E.  
 E. A.  
 L. F.  
 J. W.

W. F.  
 E. G.  
 W. R.  
 P. C.  
 W.  
 F. I.  
 S.  
 H. R. W.

F. L.  
 J. H.  
 S. E.  
 D. A.  
 C.  
 J. C.  
 R. A.  
 R. C.

J. G.  
 S. B.  
 W. J.  
 C.  
 L. P.  
 M. W.  
 J.  
 H. J.

**From 432 "Q" LW. 595**  
 P J. 19151 F/O Stein  
 2/P J. 28151 F/O Morrison  
 N J. 27499 F/O Renaud  
 A/B R148411 Sgt Harvey  
 WOP R203204 Sgt Roosen  
 MU/AG R203933 Sgt Prosofsky  
 R/AG R221630 Sgt Robertson  
 F/E 1372381 Sgt MacIver  
 M/AG R215657 Sgt McElroy

**From 432 - "R" NA. 517**  
 P J. 85621 P/O Gingrich  
 N J. 28848 F/O Vaughan  
 A/B J. 28277 F/O Gosling  
 WOP J. 27355 F/O Winch  
 MU/AG R203808 Sgt Boyce  
 R/AG R212991 Sgt Hoslor  
 F/E 1004845 Sgt Tait  
 M/AG R192664 F/S Bridle

**From 432 - "I" LZ. 654**  
 P R138409 Sgt Korr  
 N R157551 Sgt Boilharts  
 A/B J. 35072 P/O Hayes  
 WOP CAN. 2239 W/O Voryard  
 MU/AG R200189 Sgt Willson  
 R/AG R253463 Sgt James  
 F/E 2203020 Sgt Atkin  
 M/AG R203574 Sgt Bayerle

**From 432 - "U" NZ. 686**  
 P J. 87068 F/O Andrews  
 N J. 25209 F/O Willis  
 A/B R161144 W/O Pelletier  
 WOP R103927 W/O Evans  
 MU/AG R183347 Sgt MacDonald  
 R/AG R187944 F/S Conroy  
 F/E 2020155 Sgt Grant  
 M/AG R215823 Sgt Valde

**From 432 - "V" LK. 766**  
 P J. 86341 P/O Lindquist  
 N R179620 Sgt Mahoney  
 A/B J. 21720 F/O McQuado  
 WOP R117440 W/O Lomioux  
 MU/AG R262224 Sgt Main  
 R/AG R192402 Sgt Honusset  
 F/E 1868960 Sgt Gilboy  
 M/AG R191204 Sgt Lowe

**From 426 "X" LZ. 690**  
 P J. 95389 P/O Little  
 N R172939 Sgt Hancock  
 A/B R152698 Sgt Bouvier  
 WOP R183900 Sgt Smith  
 MU/AG R162282 Sgt Brynjolfsson  
 R/AG 54311 P/O Thompson  
 F/E 1853384 Sgt Cottoy  
 M/AG R211166 Sgt Ballantyne

**From 432 - "C" LZ. 590**  
 P J. 26400 F/O Loughor  
 N J. 36402 F/O Bolkin  
 A/B J. 35113 F/O Foster  
 WOP 11628 W/O Kolly  
 MU/AG R216266 Sgt Lording  
 R/AG J. 22869 F/O Timmormans  
 F/E 1208353 Sgt Wood  
 M/AG R129752 W/O Fry

A. G.  
 D.  
 G. K.  
 R. A.  
 G. C.  
 A. W.  
 W. D.  
 A.  
 L. W.

R. W.  
 E. R.  
 D.  
 J. E.  
 N.  
 L. H.  
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J. I.  
 H. J.  
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 G. F.  
 E. J.  
 R. I.  
 D. S.  
 S. J.

D. R.  
 J. C.  
 J. R.  
 R. A.  
 J. E.  
 J. J.  
 G. B.  
 V. L.

D. E.  
 E. P.  
 J. J.  
 A. H. R.  
 J. R.  
 A.  
 C. E.  
 R. S.

J. D.  
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 W. W.  
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 J. N.  
 R. S.  
 L. J.

J. K.  
 D.  
 D. L.  
 J. M.  
 E. A.  
 W. G.  
 A. E.  
 F. E.

MISSING

CRASHED ON TAKE OFF

"QUEEN OF THEM ALL"

"OLA JOE VAGABOND"

"MISS CANADA"

QUEEN OF THEM ALL

28/29 July 44 OPERATION No 2.

FROM No 432 -	"B" LK. 765	"BLOCK BUZZER"	FROM 432 ->	"W" MZ. 632	BECAME 2ND "WOLF"
P J. 25831	F/O Gue	C. I.	P J. 5100	F/L Hovey	J. Co.
N J. 28912	F/O Sinclair	S. J.	N J. 29976	F/O Connell	Co. L.
A/B J. 28494	F/O Herie	A. U.	WOP R194593	Sgt Currie	J. A.
WOP R106798	W/O McQueen	A. P.	A/B J. 29706	F/O Whittingham	A.
MU/AG R208657	F/S Scott	J. O.	MU/AG R209517	Sgt Gordon	J. A.
R/AG R214766	F/S Bell	R.	R/AG R174413	Sgt Maxham	A. G.
F/E 1583175	F/S Simpson	A. L.	F/E 1825113	Sgt Coulter	S.
M/AG R155483	Sgt Webb	W. B.	M/AG R207756	Sgt Barrett	D. G.

Spare Aircraft

FROM No 432 FROM No 426

"T" MZ. 654 "E" MZ. 603

#18 HALIFAX. ↗

TOTAL 23 MK. III/5  
ON STRENGTH.

11 FROM No. 432

3 FROM No. 420

2 FROM No. 426

2 FROM No. 425.

Spare Crews

J. 28738 F/O Knobovitch, H. & Crew  
J. 27553 F/O Sierolawski, R. & Crew.

BRIEFING TIME.

In-415 Crew Room.

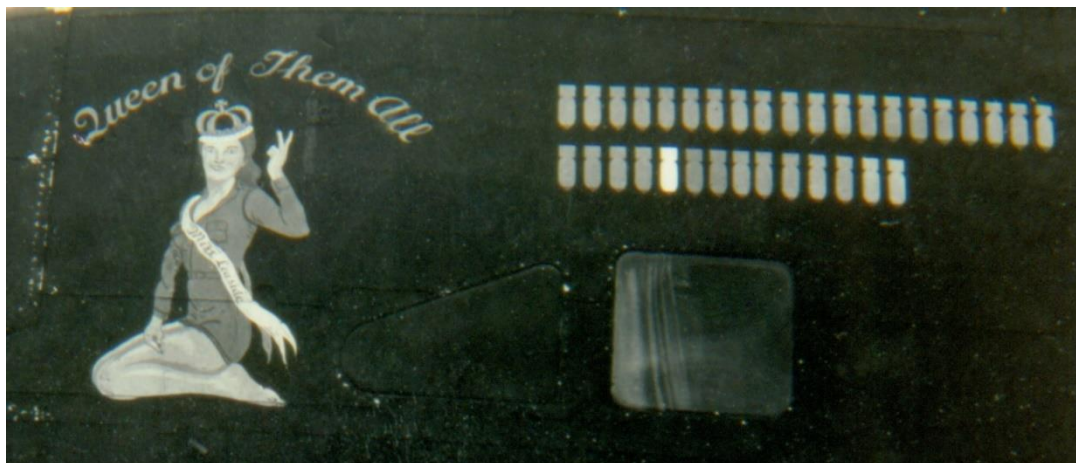
Navigators: 19:10 hrs.  
W/Ops.: 19:45 hrs.  
Main: 20:25 hrs.

Eighteen RCAF Halifax Mk. III veteran aircraft were assigned to fly the first No. 415 Squadron operation on 28/29 July 1944 to primary target of Hamburg, Germany. The 415 Squadron Battle Order contains all the information other than the aircraft nose art. Eleven of these veteran Halifax aircraft are ex-432 Squadron and one is shot down, [fails to return] code 6U-Q "Queen of Them All."

LW595 was constructed by English Electric Company, Preston, 1 to 8 February 1944, a batch of 27 Halifax Mk. III aircraft serial LW572 to LW598. Eleven of these aircraft were delivered to RCAF No. 432 [Leaside] Squadron, at East Moor, Yorkshire, serial numbers: LW576, LW582, LW583, LW584, LW592, LW593, LW594, LW595, LW596 LW597 and LW598. Halifax LW595 was painted with the code letters QO-Q [for Queen] and assigned to the aircrew of F/L J. Barker J24401 for flight testing. This became their assigned aircraft which they flew on their first operation to Stuttgart, Germany, 1/2 March 1944. In the next few weeks the crew picked a nose art name and pin-up girl for their bomber, which was painted by ground crew R86146 Cpl. Thomas H. Dunn, class Fitter II, "M" Flight at RCAF East Moor. Born in Winnipeg, Manitoba, 23 December 1912, Tom took hand lettering and show card painting during his High School years, and his neat lettering style was easily identified on the fourteen Halifax bombers he painted at East Moor in 1944. LW595 became a Squadron favorite as the Canadian nose art "Queen" with crown, also wearing the Miss Leaside banner and showing the V for Victory sign. Beginning 1/2 March 1944, the Halifax completed 34 operations with No. 432 Squadron, the last on 6/7 June 44 to bomb Coquereaux, France, pilot J8973 F/L D. VonLaufer.

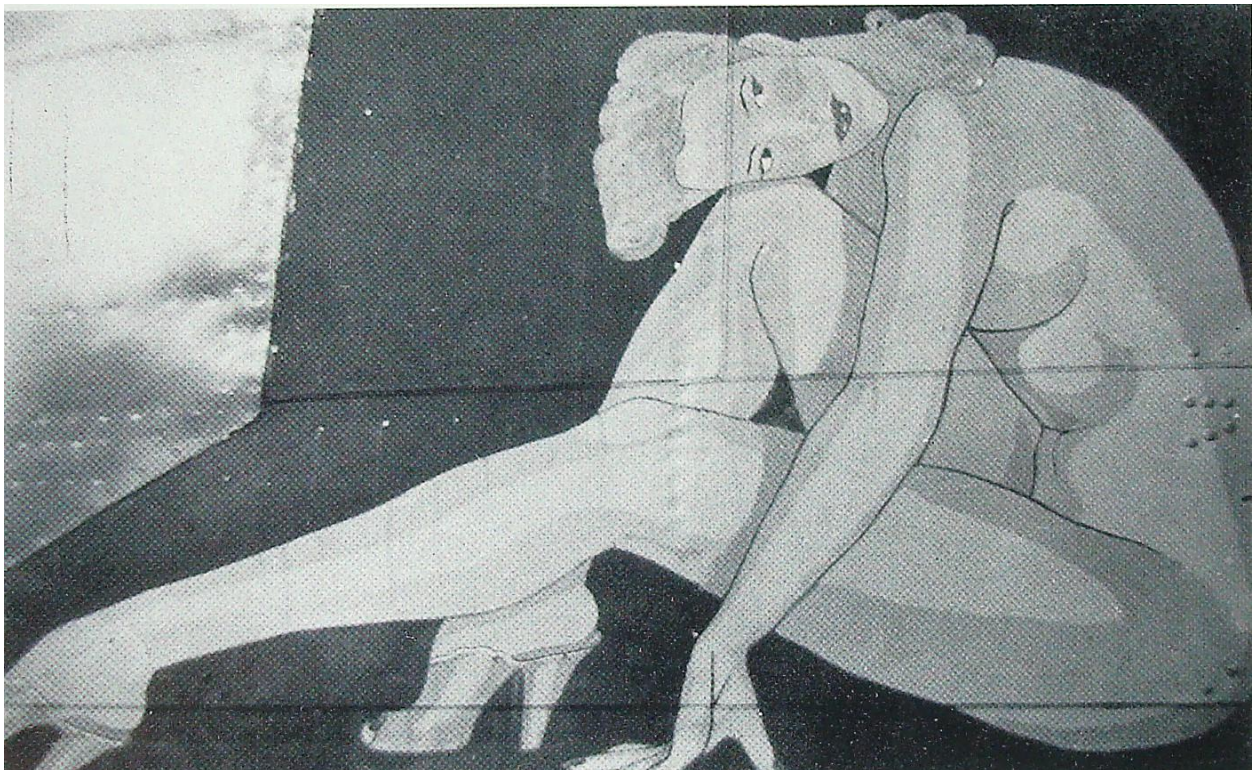
DETAIL OF WORK CARRIED OUT						
By No. 432 (R.C.A.F.) SQUADRON.						
FOR THE MONTH OF MARCH 19 44						
DATE	AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME		
				Up	Down	
BOMBING STUTTGART.						
NIGHT 1/2.3.44.	HALIFAX III LW.595 "Q"	J.24401 F/O. Barker, J. R147209 F/S. Cooper, E. J.26720 F/O. McDonald, H. J.26851 F/O. Thompson, C. R199330 Sgt. McCullen, C. 1972208 Sgt. Cosgrove, J. 1606652 Sgt. Jarvis, H.	do	23:09	06:52	
<p><i>QUEEN OF THEM ALL</i></p> <p><i>1ST. OP.</i></p> <p><i>BARKER AIRCREW</i></p> <p>This crew report 10th/10th clouds over the target area. The A.706 target was identified by the P.F.F. markers and an attack was made from 23500ft at 0304 hours. The markers were in the line of sight at moment of release. The result of our own bombing was not observed. The reflection of the fires was seen on the clouds. A big red explosion was seen from the target area at 0320 hours. The glow from the fires could be seen from 80 miles on the return journey. The base was reached without incident. Load carried:- 40 x 30lbs., 650 x 4lbs., incendiaries. <i>Printed to King</i></p>						

The aircrew of F/O J. Barker completed twenty-three operations flying in 'their' Halifax aircraft LW595 "Queen of Them All" their last trip being the bombers #33 operation on 4 July 1944. The Navigator R147209 Sgt. E. Cooper was interviewed by the author in 1993 and stated – "We were a well trained crew, suffered no mechanical problems, were never hit by flak, never hit the wrong target, never attacked by an enemy aircraft, and never fired our guns in action." "We felt that 'Our Queen' was a good luck lady and she proved that." After completing her 34<sup>th</sup> operation [6/7 July] the veteran aircraft was transferred to No. 415 [Swordfish] Squadron and assigned to a new rookie crew for training. [F/O A.G. Stein] It is believed the original nose art remained on LW595, now wearing Swordfish new code letters 6U-Q.



The thirty-four operations painted on LW595 8 July 1944, her career with No. 432 Squadron has come to an end. Operations - 1/2 March, 6/7 March, 7/8 March, 9/10 April, 18/19 April, 20/21 April, 24/25 April, 26/27 April, 27/28 April 30 April/1 May 1944, 1/2 May, 7/8 May, 8/9 May, 11/12 May, 12/13 May 19/20 May, 22/23 May, 27/28 May, 31 May/1 June 1944, 2/3 June, 5/6 June, 6/7 June, 7/8 June, 12/13 June, 14/15 June, [25<sup>th</sup> Op. white bomb] 16/17 June, 17/18 June, 21 June, 23/24 June, 27/28 June, 28/29 June, 1 July, 4 July, and last #34 operation on 6/7 July 1944. The crew of F/L D. VonLaufer flew Halifax LW595 to bomb the German V-1 site at Coquereaux, France, returning to East Moor at 23:47 hrs, her final operation.

The aircrew of F/O J. Barker were now assigned a new Halifax Mk. VII aircraft serial NP693 wearing code letters QO-Q. They named their new Halifax Mk. VII "Queen of the Swamp" and the nose art lady came from the Vargas Esquire pin-up calendar for November 1944. They would fly seven more operations in their new Halifax Mk. VII bomber, and completed their 30<sup>th</sup> [last] operation and end of tour on 28/29 July 1944.



The Hamburg raid on 28/29 July 1944, claimed twenty-two RCAF bombers with one-hundred and sixty-one aircrew members who would not return to base in England. The "Queen of Them All" was one of the aircraft which Failed to Return.



On 28/29 July 1944, No. 6 [RCAF] Group despatched 234 bombers to attack Hamburg, Germany, and 209 attacked the primary target, where twenty-two Canadian aircraft were shot down. "Queen of Them All" was flying her first operation with No. 415 Squadron and a rookie crew of nine, pilot F/O Arthur George Stein age 25 years, flying their first operation. Only the air bomber Sgt. R.A. Harvey R148411 survived the German flak attack and became a prisoner of war. The cruel fate of bloody war had claimed the good-luck RCAF Queen named "Miss Leaside." Another Leaside lady named "Lulu" painted by Thomas Dunn only survived ten operations before she was also shot down over Belgium.



World War Two became the era of tens of thousands of Pretty pin-up ladies painted in up-skirt situations. The top left Gil Elvgren painting titled "On-De-Fence" became an instant hit and appeared on many aircraft as nose art. Illustrator Zoe Mozert painted herself jumping a fence to escape a charging Bull, both paintings were mass printed as American Mutoscope Card sets in 1940-44.



This 1944 calendar girl was painted by Italian [American born] illustrator Edward Runci and it is believed this inspired RCAF artist Thomas Dunn to create Halifax nose art "Leaside Lulu" in March 1944.

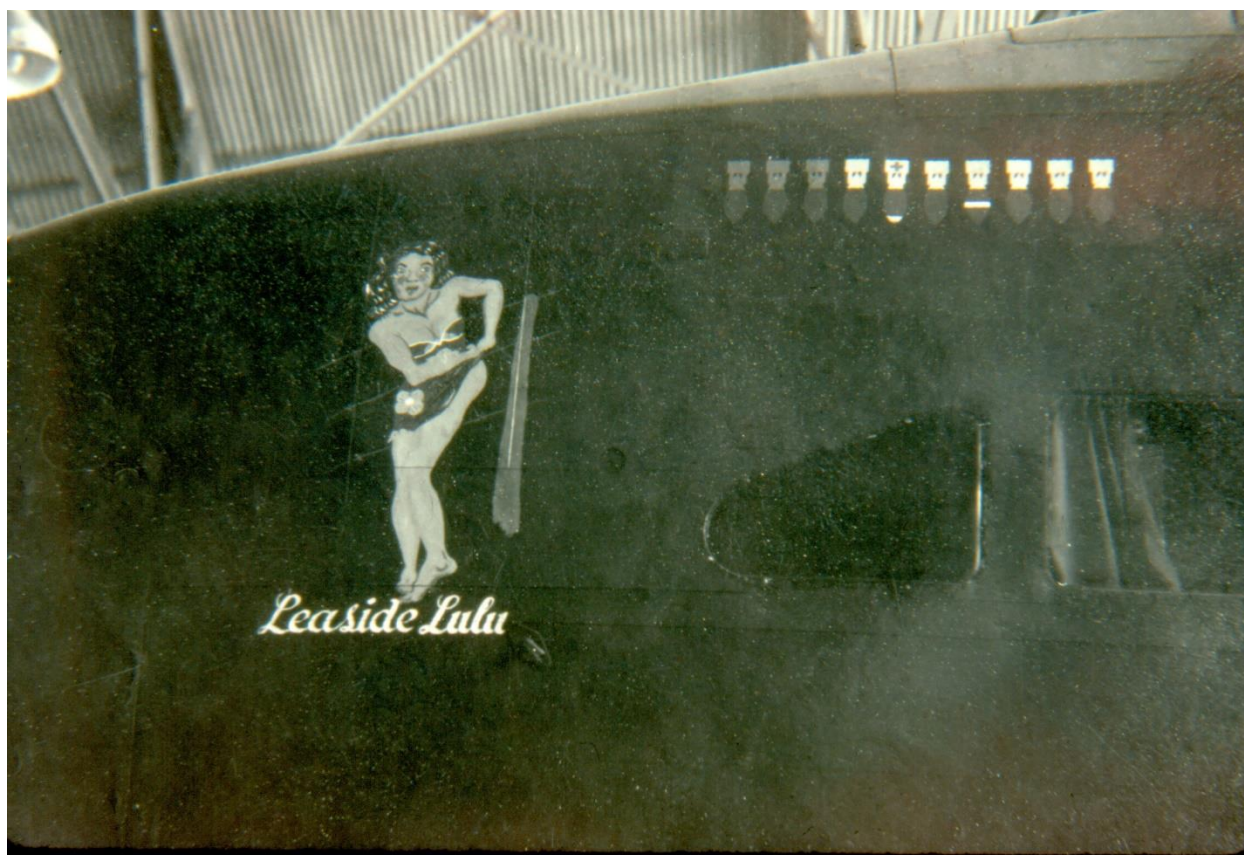


The author spent four hours with artist Thomas Dunn [78 years old] in July Of 1989, and he recalled his painting of "Leaside Lulu" came from an American pin-up calendar, and that was his inspiration for the nose art. [without the Bull] The Halifax was constructed by the English Electric Co. on 5 February 1944, arrived with No. 432 Squadron that same week, assigned the code letters QO-L. The new bomber was assigned to the RCAF crew of P/O H. Whaley J18716 and used for flight testing, until their first night operation on 1/2 March 1944.



NIGHT 1/2, 3, 4, 4.	HALIFAX III LW, 583 "L"	J. 18716 P/O. Whaley, H. J. 22599 F/O. Burrows, J. R157883 F/S. Doyle, K. R90369 W/O. McDonald, D. J. 35665 P/O. McCoy, D. R190769 Sgt. Driver, P. 1604824 Sgt. Phillips, A. R156748 F/S. Clarke, E.	H. do	23:20	07:43
<b>"LEASIDE LULU"</b>					
1ST OP. 2nd. PILOT.					
<p>This crew report 10th/10th clouds over the target area. The target was identified by the P.E.F. markers and an attack was made from 21500ft. at 0306 hours. The markers were in the bomb sight at moment of release. The sky marker were not well concentrated but fires in the area seemed to have a good hold as reflection on cloud was quite bright. One orange explosion was noted in eastern area at 0313 hours. Reflection of deep red fires could be seen for 150 miles. A good raid which appeared well concentrated. The base was reached without incident. Load carried:- 40 x 30lbs., 630 x 4lbs. incendiaries.</p>					

The P/O Whaley crew flew "Lulu" on 6/7 March, 15/16 March, 18/19 March, 22/23 March, and 9/10 April 1944. It would appear they were the crew which picked the nose art lady and name "Leaside Lulu" which was painted by Thomas Dunn during mid-March. Tom received payment of five Quid, which in 1944 was \$25 Canadian, a lot of beer drinking money in U.K.



The last known photo was taken by Russell Beach in the hangar at East Moor showing the ten operations completed by Leaside Lulu. The tenth was completed on 22/23 April 1944 by pilot Sgt. J. McElheran.

The last [11<sup>th</sup> operation] 8/9 May 44, was flown by a new rookie "Sprog" aircrew with pilot Thomas Martin from Toronto, taking his crew on their first operation to bomb Haine St. Pierre, Belgium. This was a very important communications route for the German Army in 1944 and a major railway yard shipping point which was heavily defended. The Halifax bomber was struck by flak and three were killed, the body of the RAF Flight Engineer Sgt. Phillip Mellor was never found. The RCAF aircrew are buried in the Wevelgen Community Cemetery in Belgium.

NIGHT	HALIFAX III	J. 12197	F/O. Martin, P.	do	01:22	
8/9.5.44.	LW.583 "L"	J.27423	F/O. Panzer, L.			
<b>"LEASIDE LULU"</b>		J.28953	F/O. D'Andrea, D.			
<b>LAST ON</b>		R109250	Sgt. Cannings, K.			
<b>11th OPERATION.</b>		R209139	Sgt. McCartney, K.			
		R205472	Sgt. Cantlon, W.			
		2211651	Sgt. Mellor, P.			
This aircraft failed to return from this operation. Nothing was heard from any member of the crew after the take off.						
Below are the operational trips and hours of the members of the crew.:- <b>FROM TORONTO, AGE 23</b> OPERATIONAL.						
<b>ROOKIE CREW 1ST OPERATION</b>					<b>Trips.</b>	<b>Hours.</b>
		J.22197	F/O. Tom, Russel, MARTIN.	(Pilot)	2	8:45 <b>KIA</b>
		J.27423	F/O. Leon, PANZER.	(Nav.)	Nil	Nil <b>POW</b>
		J.28953	F/O. Dykie, Arthur, D'ANDREA.	(A/B.)	Nil	Nil <b>POW</b>
		R109250	Sgt. CANNINGS, Kenneth, Lavern.	(WOP/AG)	Nil	Nil <b>KIA</b>
		R209139	Sgt. MCCARTNEY, Kenneth, Lloyd.	(A/G.)	1	4:15 <b>POW</b>
		R205472	Sgt. CANTLON, Wilburh, Lynn.	(A/G.)	Nil	Nil <b>POW</b>
		2211651	Sgt. MELLOR, Phillip, George.	(P/E.)	Nil	Nil <b>KIA</b>





The life span of many RCAF Halifax nose art could be very short in 1944, as recorded by the seven bombers which carried the code letter "C" for Canada. Halifax Mk. III, serial LW597 was the first to carry the letters QO-C, flying her first operation on 24/25 February 1944. The aircraft 'Failed to Return' from her second operation to Augsburg, Germany, 26 February 1944.

NIGHT	HALIFAX III	0886266	Lt. Lubold, A.	do	21:40	-----
25/26.2.44	LW.597 "C"	J.23342	F/O. Turton, A.			
<b>"QO-C"</b>		J.25697	F/O. Richards, R.			
<b>NO ART</b>		1561875	Sgt. Cannon, J.			
		R220136	Sgt. Robineau, G.			
		1553058	Sgt. Thompson, W.			
		1083536	Sgt. Bean, D.			
<b>SHOT DOWN BY NIGHT-FIGHTER</b>		This aircraft failed to return from this operation. Nothing was heard from any member of the crew after take off. Below are the operational trips and hours of the member of the crew:-				A.704
		<b>1ST LT. U.S.A.A.F.</b>				
<b>POW</b>		0886266	Lt. Andrew, Lincoln, LUBOLD.	(Pilot)	1	8:10
<b>POW</b>		J.23342	F/O. Allan, Glenholme, TURTON.	(Nav.)	Nil	Nil
<b>POW</b>		J.25697	F/O. Raymond, Arthur, RICHARDS.	(A/B.)	2	13:00
<b>POW</b>		1561875	Sgt. CANNON, James.	(WOP/AIR.)	Nil	Nil
<b>KIA</b>		R220136	Sgt. ROBINEAU, Gilbert, Euclip, Rheal.	(A/G.)	Nil	Nil
<b>RAF-KIA</b>		1553058	Sgt. Thompson, William,	(A/G.)	5	39:39
<b>POW</b>		1083536	Sgt. BEAN, Leonard.	(F/E.)	Nil	Nil

The pilot was an American who joined the RCAF flying his first operation with a new crew, only two had flown combat operations. Attacked by a German night-fighter two were killed and five became POWs. The replacement aircraft assigned was LW682, another Mk. III which completed four operations 6/7 March, 18/19 March, 25/26 March 26/27 March, then she 'Failed to Return' from her fifth target Nurnberg, Germany, 30/31 March 1944, four more K.I.A.

NIGHT	HALIFAX III	R159116	F/S. Narum, G.	BOMBING	22:08	---
30/31.3.44	LW.682 "C"	R159474	F/S. Gosson, R.	NURNBERG		
<b>5th OPERATION</b>		R183788	Sgt. Pigeon, L.			
<b>SHOT DOWN BY NIGHT-FIGHTER.</b>		R162818	F/S. Marini, J.			
<b>"NO ART"</b>		R207897	Sgt. Rathwell, V.			
		R168720	Sgt. Saprunoff, S.			
		1572448	Sgt. Thomson, R.			
		This aircraft failed to return from this operation. Nothing has been heard from any member of the crew since the time of take off. Below are the operational trips and hours of the members of the crew.				A.835
		<b>OPERATIONAL.</b>				
<b>K.I.A.</b>		R159116	F/S. NARUM, Chestern Russell,	(Pilot)	8 2/3	55:45
<b>POW</b>		R158474	F/S. GOSSON, Reginald, Percy.	(Nav.)	4 2/3	38:45
<b>POW</b>		R183789	Sgt. PIGEON, Louis, Edmond.	(A/B.)	4 2/3	38:45
<b>POW</b>		R186818	F/S. MARINI, John, Henry.	(WOP/AG.)	4 2/3	38:45
<b>KIA</b>		R207897	SGT. RATHWELL, William, Robert.	(A/G.)	4 2/3	38:45
<b>KIA</b>		R168720	SGT. SAPRUNOFF, Samuel.	(A/G.)	4 2/3	38:45
<b>RAF-KIA</b>		1572448	SGT. THOMSON, Robert.	(F/E.)	4 2/3	38:45

The first two Halifax aircraft to carry the code QO-C only completed a total of five operations before they were both shot down, with six killed in action and eight prisoners of war in Germany. There was not even enough spare time to give either aircraft any nose art. For the month of April 1944, no aircraft were assigned the code letters QO-C in No. 432 [Leaside] Squadron, possibly due to the bad luck superstition associated with the letter C. Between 1 and 25 April 1944, a batch of 35 new Halifax Mk. III aircraft were constructed by L.P.T.B. [London Passenger Transport] at Leavesden, and six were assigned to RCAF No. 432 Squadron, serial MZ585, MZ586, MZ588, MZ590, MZ591, and MZ601. Halifax serial MZ590 was delivered to No. 432 Squadron on 22 April 44 and painted with code letters QO-C, flying her first operation on 12/13 May to Louvain [Boulogne-Sur-Mer] pilot R156748 F/Sgt. E. Clarke. Thirteen more operations followed.

2.	31 May 44	Au Fevre [Mount-Couple]	J18651 F/O W. Tobias
3.	15 June 44	Boulogne-Sur-Mer	R166265 F/Sgt. J. Kicak
4.	16/17 June 44	Sterkrade-Holten	J22256 F/O M. Smith
5.	17/18 June 44	V-bomb site Oisemnt	R156748 W/O R. Clarke
6.	21 June 44	V-bomb St. Martin L'Mortier	J16160 F/O D. Best
7.	23/24 June 44	V-bomb Bientques	J7438 F/Lt. G. Larson
8.	24/25 June 44	V-bomb Bamieres	J16160 P/O G. Best
9.	27/28 June 44	V-bomb Forest-Deawy	J85060 P/O R. Card
10.	28/29 June 44	Metz	J18651 F/O W. Fobias
11.	1 July 44	V-bomb Biennais	J16160 F/O D. Best
12.	4 July 44	V-bomb Biennais	J85881 P/O R. Anthony
13.	5/6 July 44	V-bomb Biennais	J85602 F/Lt. J. Cooper
14.	7/8 July 44	Caen	J85998 P/O H. Britton

After completing fourteen operations the Halifax Mk. III was transferred to the newly formed No. 415 [Swordfish] Squadron and continued operations. The Halifax was flown by ten different Leaside RCAF aircrews, possibly never assigned to any special pilot and crew. At some date the aircraft was painted with the name "Miss Canada" and a most famous fully nude George Petty pin-up girl [with phone] from March 1941 Esquire magazine.



The twelve 1941 Petty Girls are defined as the best George produced, known as the year of grace and introduction of full nudity into Esquire magazine. George Petty was being paid \$1,000 per Esquire painting and resold these same girls to clients like Old Gold cigarettes, Pontiac and Twentieth Century Fox for \$1,200 to \$2,000 each. Esquire had no control or contract with George Petty and by March 1941 a new artist named Alberto Vargas began appearing in Esquire magazine. George knew his days with Esquire were numbered [they wanted control of his girls] and maybe that's the reason the March 1941 Petty Girl shed her clothing for the first time. The last Petty girl [nude] gatefold appeared in Esquire magazine December 1941, at the same time the United States entered World War Two.



*"No, it isn't that I have anything else on, Mrs. Van Gilder  
... but I didn't know it was to be a come-as-you-are party!"*



The grace of the March 1941 Petty Girl air-brush nude painting with Esquire catch-phrase.

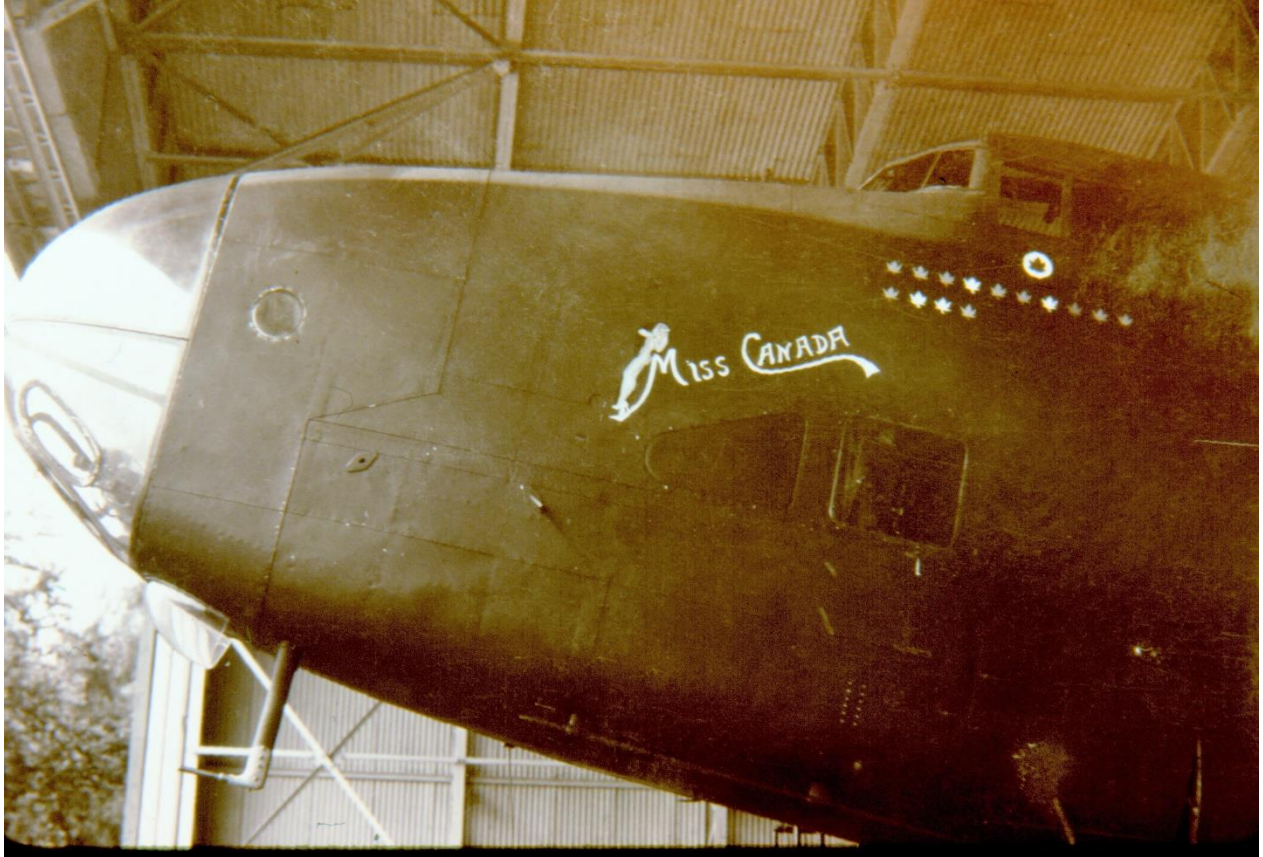
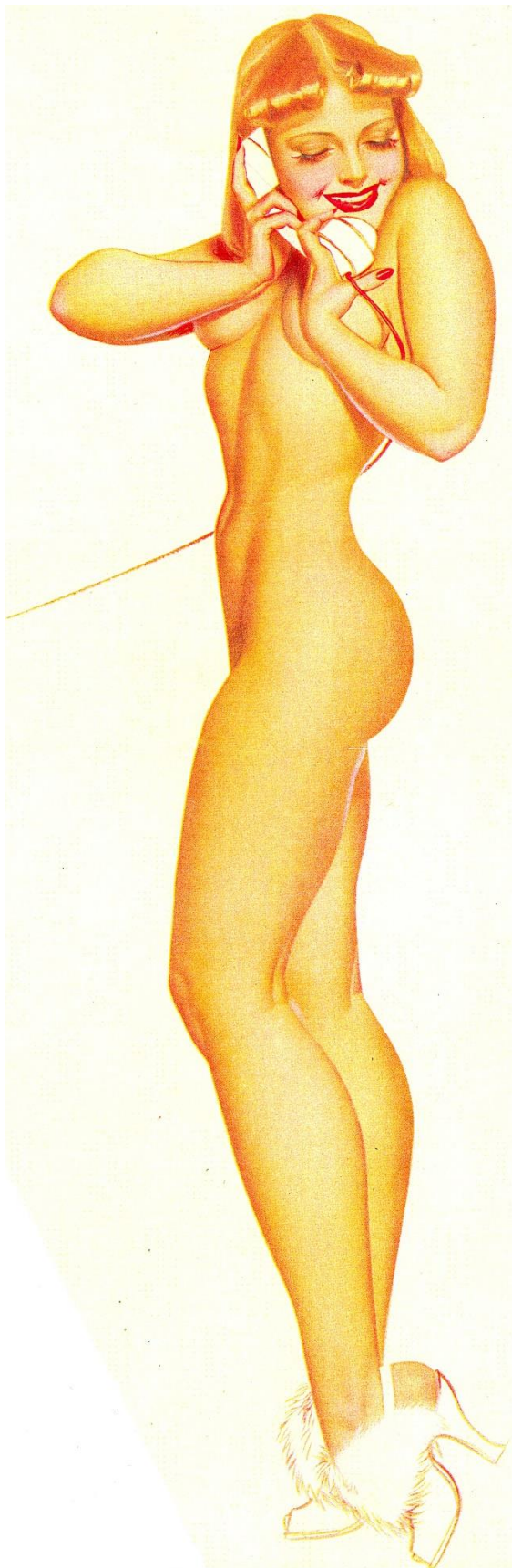
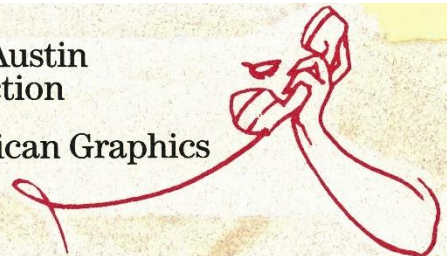


Image taken by ground crew Russell Beach around mid-July [fourteenth operation was flown 7/8 July] when Halifax Mk. III, "Miss Canada" was being transferred to No. 415 [Swordfish] Squadron. It clearly shows the power of the March 1941 George Petty nude was just as strong after three years of Canada at War.





the  
Reid Austin  
Collection  
of  
American Graphics

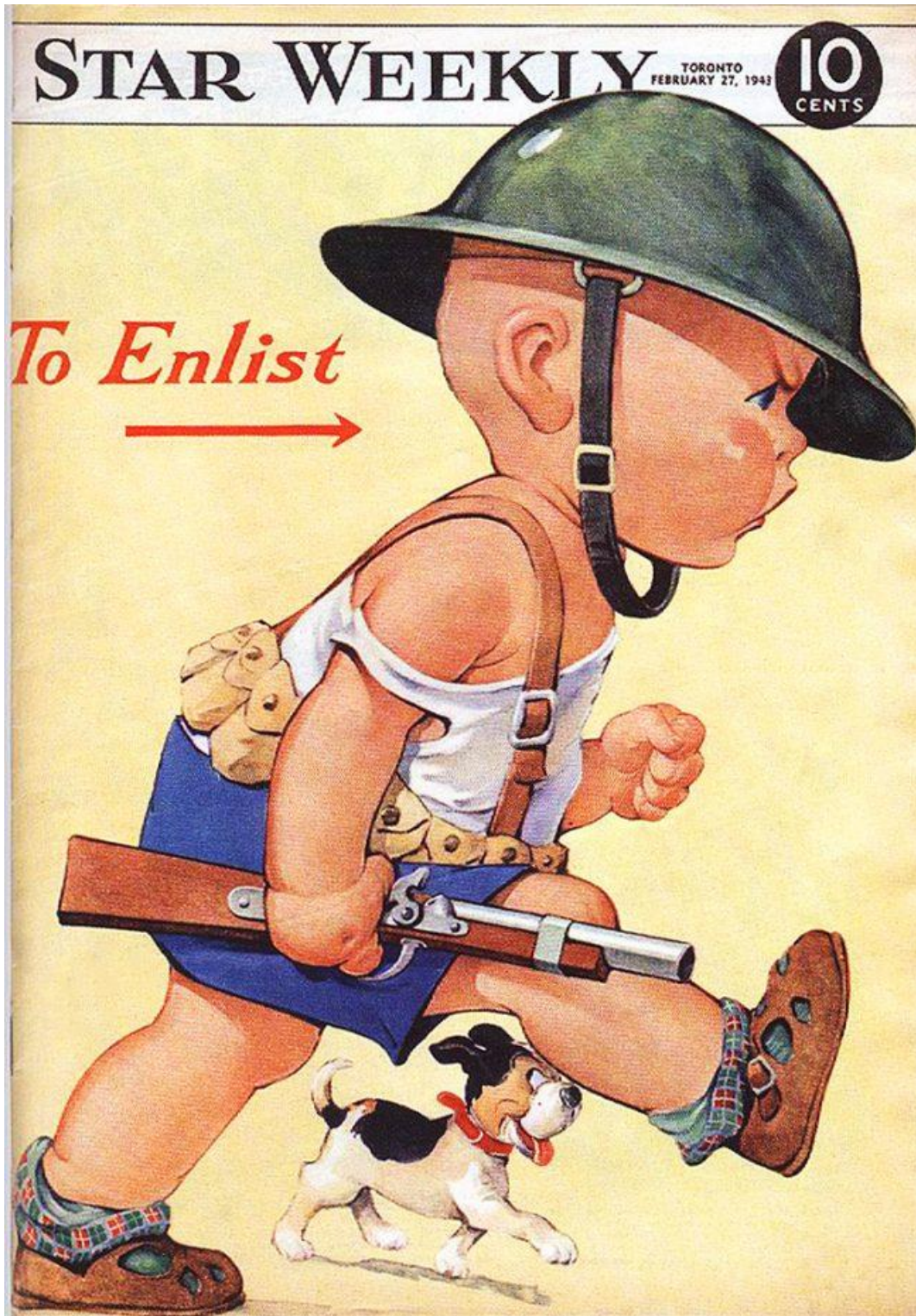




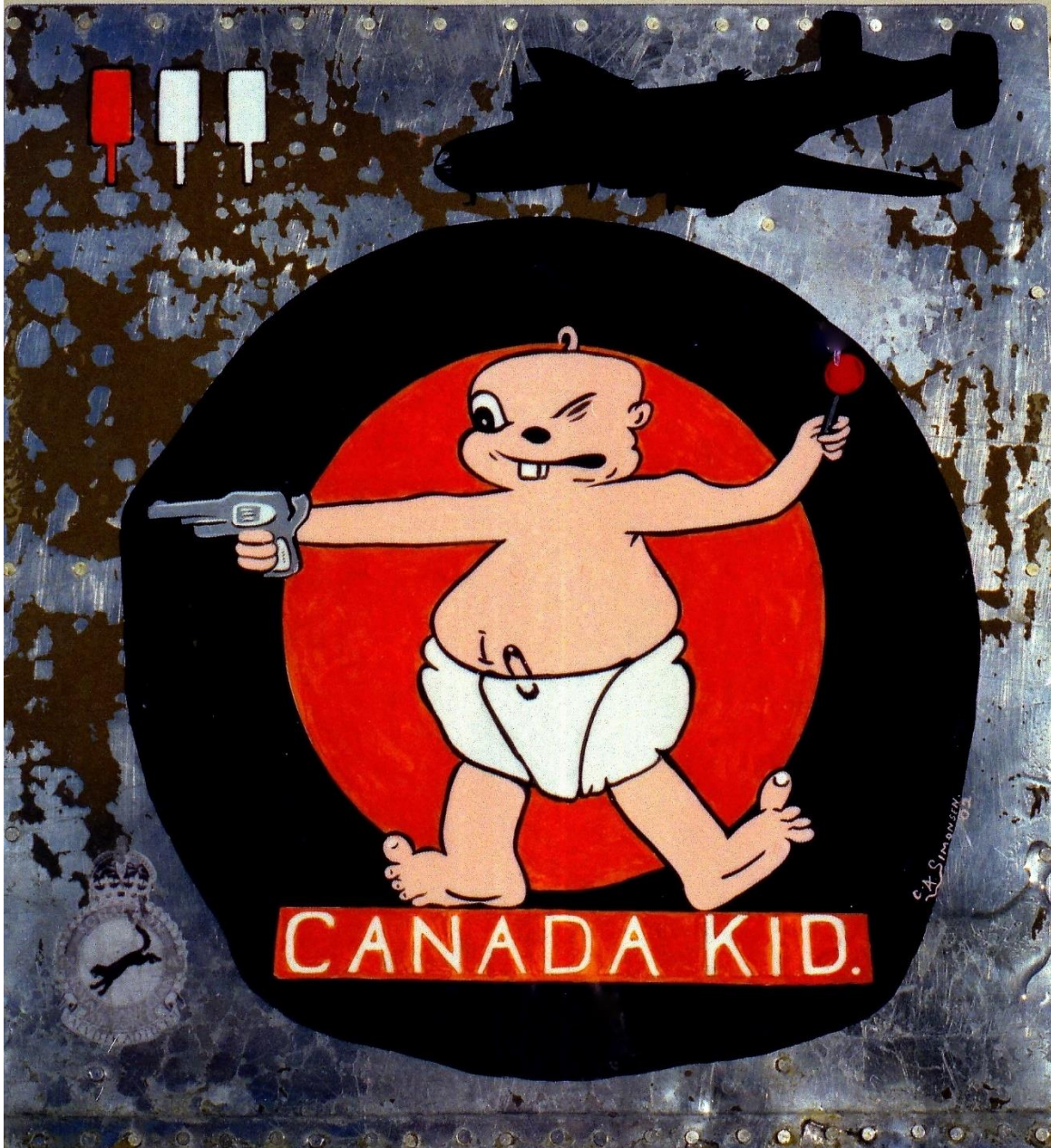
This Russell Beach photo records MZ590 “Miss Canada” [code letters 6U-C] after her first operation was flown in No. 415 [Swordfish] Squadron 28/29 July 1944. The crew of F/O J.K. Meaghor J26400 flew ‘Miss Canada’ to Hamburg, Germany, where 209 attacked the target and twenty-two were shot down. The veteran Halifax nose art [Petty nude] remained and she also retained her fourteen operations flown in No. 432, with the new 415 operations appearing on a new line of Red Maple Leafs [for night] and white for day trips. The Petty nude completed nine more operations, her last on 3 September 1944, where 101 RCAF bombers attacked the German airfield at Volkel, Netherlands. German flak struck the Halifax in her bomb bay area and her bomb doors were jammed, forcing a return to base with a full bomb load. Due to the extensive fuselage repairs the veteran aircraft was transferred to RCAF No. 1659 Heavy Conversion Unit and used for training new Canadian aircrews for combat. On 16 May 1945, while making a hard landing the aircraft suffered fuselage structural damage and was ordered to be scrapped. The war was over, with thousands of RAF bombers being turned into pots and pans. It is believed Miss Canada was cut up for scrap at No. 41 Group, No. 45 Maintenance Unit, Kinloss, Scotland, where half a dozen No. 415 Halifax bombers came to their end. Today, [2022] this remote [protected] site still contains WWII Halifax bomber components, plus Sulphur mustard weapons, and fluorescent painted [radium] aircraft instruments.

The next Halifax B. Mk. VII aircraft, serial NP759, assigned to No. 432 Squadron 20 August 44, became the fourth painted with the code letters QO-C, later painted with another Canadian Baby nose art, called "Canada Kid." Photos LAC Russell Beach collection.

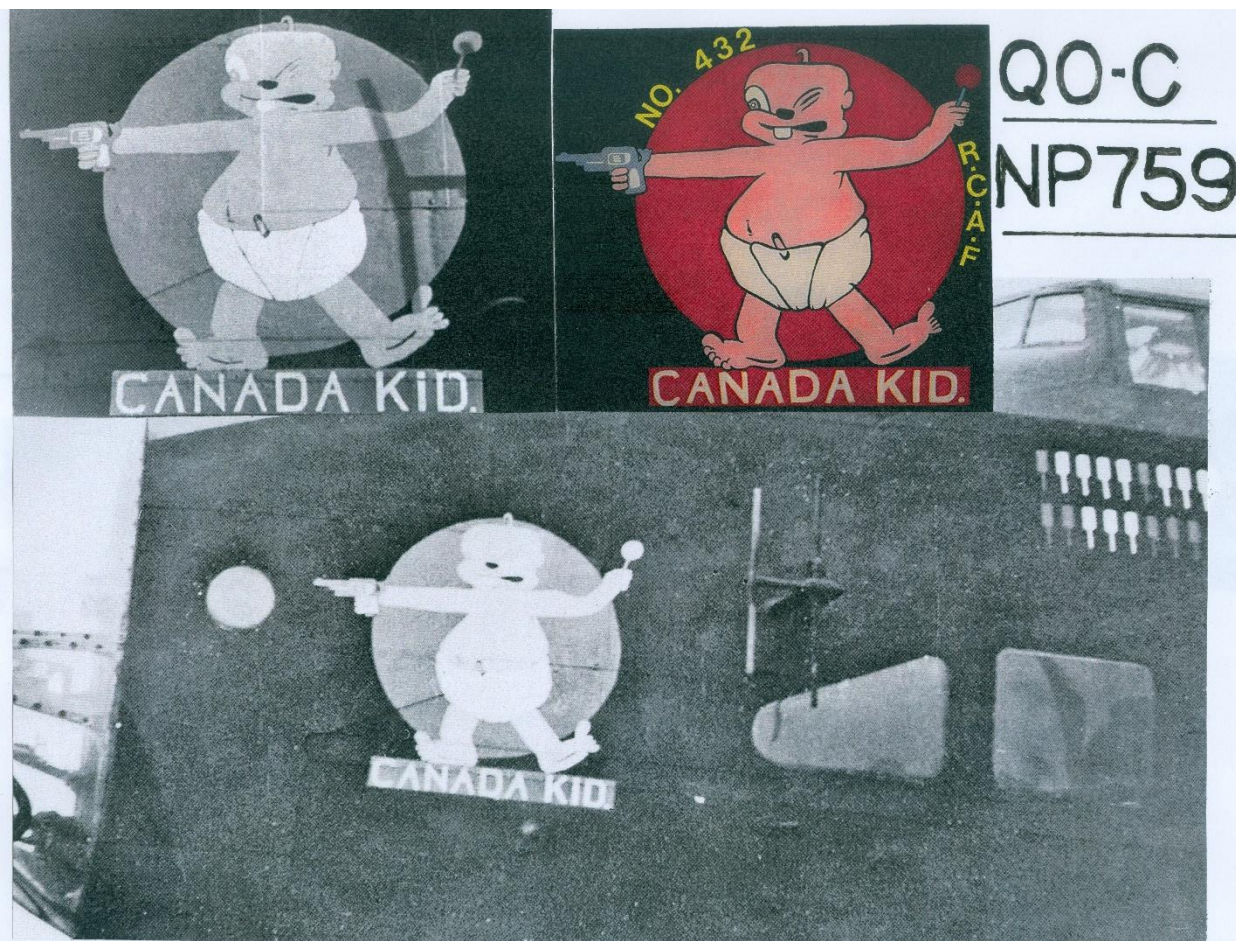




Painted by ground crew LAC Glenn Inch and possibly inspired by the cover of the Toronto Star Weekly magazine in February 1943.



The author has painted this replica RCAF nose art five times and it is always a winner, liked by both veterans and a new generation learning for the first time the horrors of air war over Germany 1939-45. This simple nose art painting by Glenn Inch captures the full truth of a Canadian generation of Kids who proudly joined the RCAF, trained in Canada, went to war in England, and never came home again. Thousands still have no known grave, just a forgotten name on a cold memorial wall at Nanton, Alberta, where the above replica Canada Kid nose art also hangs. Two Canadians and one British flight engineer died in this Halifax aircraft named "Canada Kid." That's the major reason RCAF WWII nose art needs to be preserved.



Halifax B. Mk. VII serial NP759 was the 24<sup>th</sup> constructed by Handley Page Ltd. Cricklewood and Padlett, 20 August 1944, batch serial NP736 to NP781. Delivered to No. 432 Squadron and coded QO-C, flying first operation to Brest, France, on 25/26 August 44, pilot F/O C. Stunden. Second operation was flown by F/O D. Best J16169 to Mimoyecques, France, the huge bunker of German V-3 cannons directed at London, England, 27/28 August 44 and the next night 28/29 August, F/O Best took her to bomb Franois, France, with a safe return to base. After this date the aircraft was taken out of service, possibly damaged in a training flight accident. It is believed during this period of fifteen days the nose art "Canada Kid" was painted on the aircraft by LAC Glenn Inch.

On 10 September 44, Halifax B. Mk. VII serial NP774 entered RCAF combat, the fifth to wear the code letters QO-C and completed two operations, R169611 Sgt. A. Stedman to Le Havre, France, and 11 September Sgt. Stedman flew to Castrop Rauxel, France. NP774 received the code letters QO-Z on 14 September 44 and survived the war, sold for scrap 30 December 1949.

Halifax Mk. VII serial NP759 returned to operations [aircraft 4<sup>th</sup> Op.] on 15/16 September 1944, Kiel, Germany, flown by Sgt. A. Stedman, coded QO-C and believed to be wearing her nose art "Canada Kid" for the very first time.

5.	17 September 44	Boulogne	J27556 F/O V. Johnston
6.	25 September 44	Undergo	F/O Best
7.	26 Sept. 44	Calais	J27556 F/O V. Johnston
8.	27 Sept. 44	Bottrop	F/O Best
9.	28 Sept. 44	Bottrop	F/O Best
10.	30 Sept. 44	Sterkrade	Sgt. Stedman
11.	6 Oct. 44	Dortmund	F/O Best
12.	9 Oct. 44	Dortmund	J27545 F/O J. Mills
13.	12 Oct. 44	Wanne-Nickle	F/O Mills
14.	15/16 Oct. 44	Wilhelmshaven	J86102 F/O D. Frost
15.	21/22 Oct. 44	Hannover	F/O Mills
16.	23/24 Oct. 44	Essen	F/O Mills
17.	25 Oct. 44	Honberg	F/O Mills
18.	28 Oct. 44	Cologne	F/O Mills
19.	30/31 Oct. 44	Cologne	F/O Mills
20.	1/2 Nov. 44	Oberhausen	F/O Mills
21.	2/3 Nov. 44	Dusseldorf	F/O Mills
22.	16 Nov. 44	Julich	F/O Mills
23.	18 Nov. 44	Munster	F/O Mills
24.	27/28 Nov. 44	Castrop-Rauxel	F/O Mills
25.	30 Nov. 44	Duisburg	J86102 F/O Frost
26.	2/3 December 44	Hagen	J20939 F/O E.S. Maguire
27.	4/5 Dec. 44	Karlshaven	F/O Maguire
28.	5/6 Dec. 44	Soest	J35687 F/O G.E. Peaker
29.	17/18 Dec. 44	Duisburg	F/O Mills
30.	24 Dec. 44	Dusseldorf	F/O Mills
31.	30/31 Dec. 44	Cologne	J89084 F/O L.P. McGuire
32.	5 January 1945	Hanover	J22024 F/L J.E. Sales

Failed to return. [Three killed in action and four Prisonors' of War]

The aircrew of F/O Mills completed fourteen operations in NP759, however it would appear the original nose art naming came from the crew of F/O D. Best J16169, who flew her on five early operations, during the period the nose art was first painted on the bomber.

5.1.45	HALIFAX VII	J.22024 F/L Sales J.E.	do	16:48
DAY	NP.759 "C"	<b>"CANADA KID"</b>	<b>SHOT DOWN LICHEN HORST, STEINBE.</b>	
#32	This aircraft failed to return from this operation.			
OPERATION	Nothing has been heard from any member of the crew since take off. Below are the operational points, trips and hours of the members of the crew:-			
			<u>OPERATIONAL.</u>	
			Points.	Trips.
KIA -	J.22024	F/L J.E. Sales	(Pilot) 44	11 73:10
POW	J.39898	F/O MARVILLE J.L.	(Nav) 36	9 62:35
POW	R.77762	F/S Aikens S.J.	(A/B) 40	10 68:15
POW	R17426	SGT Young R.J.P.	(WOP) 44	11 73:40
KIA -	R210899	SGT McInnes C.H.	(A/G) 40	10 67:40
POW	R265207	SGT Charles J.F.	(A/G) 40	10 67:40
MISSING -	<del>1869010</del>	<del>SGT Dalton J.</del> (RAF)	<del>(F/B) 36</del>	<del>9 62:35</del>

The 6<sup>th</sup> Halifax to wear the code letter "C" became a transfer from No. 434 [Bluenose] Squadron, a Mk. VII serial NR145. The aircraft completed three operations and then was transferred to No. 415 [Swordfish] Squadron, where she survived the war, struck off charge by RAF on 16 July 1945.

The 7<sup>th</sup> and last RCAF Halifax to wear the code letters QO-C became a Mk. VII serial PN229 which completed seventeen operations with No. 432 Squadron until end of war. Sold for scrap by RAF on 30 December 1949. It appears the last two Halifax aircraft did not carry any nose art name or paintings, at least none have been located.

### American calendar – "Honey-Moon"

American Billy DeVorss was a rare self-taught artist, working as a bank teller in St. Joseph, Missouri, where he met his first live model, who became his official model and wife in 1933. In 1940, he produced large 30" by 40" original pastels of his wife for the Osborne and Goes Calendar Company, where he illustrated some highly successful pin-up girls. His girls also appeared in New York theatres and nightclubs, displaying his graceful lines and daring blend of pastel colors. He applied the pastel colors directly onto his art board, blending them with his fingers and completing his work with fine brushstrokes. In 1942, Billy was commissioned to paint a nude pin-up for the upcoming 1943 mass produced Brown and Bigelow calendar publishing-house in New York. This single pastel nude [wife Glenna] was called "Honey-Moon" and became a most famous image in the last two years of war.





The 1943 calendar pastel of wife Glenna titled "Honey-Moon" by Billy DeVorss. This calendar was given to RCAF artist Cpl Thomas Dunn at East Moor, Yorkshire, England, and became Halifax B. Mk. VII nose art "Moonlight Mermaid."



Halifax Mk. VII, serial NP689 "QO-M" was photographed by Russell Beach after her seventh operation was completed on 15/16 July 1944, pilot Sgt. Kerr R138409, attacked V-1 site Nucourt, France. Possibly the date it was finished by artist Cpl. Tom Dunn.



RCAF fitter LAC Ian Duncan also provided valuable information on Halifax NP689 "Moonlight Mermaid" where he served as one of her ground crew. [research photo 1989]



**LAC Ian Duncan and his Halifax "Moonlight Mermaid" after 30 Ops. 12 September 1944.**

**Halifax Mk. VII, serial NP689 was constructed in a Batch of 43 serial NP681 to NP723, built 16 June to 30 July 1944. Twenty-seven of these new bombers were assigned to No. 432 [Leaside] Squadron, NP689 arrived at East Moor on 25 June 1944. The first operation was flown 28/29 June 44 by pilot J12339 F/O R. Jack, target Metz, 86 attacked primary and seven were shot down, the little Mermaid made it home.**



Cpl. Thomas Dunn painting the 30<sup>th</sup> operational wings on NP689, which was after 11 September 1944, filmed by the National Film Board of Canada. [16 mm film frame from Tom Dunn 1989] The full history and operations flown can be found on Preserving the Past, Part II, title – “Moonlight Mermaid.”

O.G. Flying: S/L Horan				Night, 5th March, 1945.				
<b>"O" FN. 224.</b>				<b>"B" NP. 736</b>				
P	J.14456	F/L	Wallace	J.M.	P	J.87336	F/O Sherlock	G.T.
2nd P	R190240	F/S	Jamer	D.W.	2nd P	R189599	F/S Neville	P.C.
N	R167535	W/O	Bailey	M.A.	N	R189484	W/O Yard	W.L.
A/B	J.38683	F/O	Casey	J.H.	A/B	J.2842	P/O Marsh	H.W.
WOP	J.89276	P/O	Burgoyne	E.L.	WOP	J.8509	P/O Head	D.W.
MU/AG	R257069	F/S	Groulx	E.	MU/AG	J.92412	P/O Augustine	A.J.
R/AG	R264362	F/S	Choquette	J.H.	R/AG	92754	P/O Jeffrey	H.J.
RAF F/E	544958	SGT	Davies	J.F.	RAF F/E	266975	P/O Partridge	K.A.
<b>"L" RG.475</b>				<b>"C" FN. 229</b>				
P	J.3489	S/L	Hayes	E.A.	P	J.89817	F/O Kinniburgh	J.
2nd P	J.15742	W/O	Clothier	J.G.	N	J.42213	F/O Smillie	G.H.
N	J.39394	F/O	Hay DSO	C.M.	A/B	J.40030	F/O Schafer	G.
A/B	J.93591	P/O	Ringrose	J.D.	WOP	R113926	F/S London	L.R.
WOP	J.17193	F/L	Harris	G.R.	MU/AG	R146462	F/S Powell	E.C.
MU/AG	R258072	F/S	Nielson	M.B.	R/AG	R273633	F/S Byren	R.W.
R/AG	R273079	F/S	Orser	G.M.	RAF F/E	2218579	SGT Jones	W.J.
RAF F/E	1318603	SGT	Cooke	D.M.	<b>"Y" NP. 705</b>			
<b>"W" NP. 707</b>				<b>"X" NP. 705</b>				
P	J.16984	F/L	Wylie	D.M.	P	J.41041	F/O Paul	J.S.
2nd P	J.17865	F/O	Martindale	R.A.	N	J.40718	F/O Anderson	H.M.
N	J.35751	F/O	Sangster	A.D.	A/B	J.40035	F/O Servage	W.E.
A/B	J.98360	P/O	Hurley	J.A.	WOP	J.43691	F/O Petrov	S.G.
WOP	R205031	F/S	Hodgert	A.K.	MU/AG	J.41282	F/O Wagstaff	D.E.
MU/AG	R212046	F/S	Alwood	J.W.	R/AG	J.28988	F/O Yaupish	A.
R/AG	R255590	F/S	Machin	B.R.	F/E	J.90901	P/O Baryluk	M.
RAF F/E	3040150	SGT	Mortimore	J.R.	<b>"Q" RG.450</b>			
<b>"M" NP. 689 'MOONLIGHT M'</b>				<b>"R" NP. 705</b>				
P	R189567	F/S	Gelineau	W.J.	P	J.90510	F/O Bain	J.K.
N	R217236	F/S	Paul	J.W.	N	R198270	SGT Cohen	S.
A/B	R192654	SGT	Hitchens	J.A.	A/B	R188094	SGT Maxwell	J.A.
WOP	R213570	SGT	Steffler	C.O.	WOP	R223481	F/S Jones	R.M.
MU/AG	U278459	F/S	Blair	R.W.	MU/AG	R265736	F/S Sullivan	S.D.
R/AG	R264726	SGT	Bulley	B.R.	R/AG	R277628	F/S Prince	R.E.
F/E	R213971	SGT	Shufelt	H.S.	F/E	R175532	SGT Broilly	P.G.
<b>"D" FN. 233</b>				<b>"I" RG.454</b>				
P	J.36245	F/L	Clarke	A.J.	P	J.93020	F/O Daly	J.J.
2nd P	J.91181	P/O	Kearl	H.E.	N	J.40785	F/O Friedman	W.C.
N	J.38718	F/O	Smith	L.R.	A/B	J.40519	F/O Nurn	R.F.
A/B	J.38387	F/O	Kendrick	R.J.	WOP	J.43741	F/O Hewson	L.C.
WOP	R219205	F/S	Bullock	W.E.	MU/AG	R285718	F/S Mann	K.
MU/AG	J.93573	P/O	Hopkins	D.L.	R/AG	R281271	F/S Lee	H.S.
R/AG	R195995	F/S	De Salvo	A.G.	F/E	R.76739	SGT Nosworthy	R.T.
RAF F/E	3000073	SGT	Bloy	C.M.	Spare Aircraft: "N" RG.479 & "V" RG.444			
<b>"G" FN. 208</b>				Spare Crew: J.90488 P/O Durand, J.S.				
P	J.92579	F/O	Proud	R.F.				
2nd P	J.41182	F/O	Smith	A.E.				
N	R187079	F/S	Pawliuk	M.				
A/B	J.38796	F/O	McManus	C.				
WOP	R161643	W/O	Bastien	J.A.				
MU/AG	R272092	F/S	Howes	C.J.				
R/AG	R218457	F/S	Franklin	W.J.				
F/E	R224518	SGT	Eiggar	H.B.				

On 5 March 1945, the little nude Mermaid was nearing her 80<sup>th</sup> operation, a good-luck bomber, and leading all others in safe return to base at East Moor, Yorkshire.

14.3.45

Fourteen aircraft detailed to attack Zwickbrucken. Thirteen aircraft attacked the target - aircraft "F" was an early return. The starboard outer engine cut after take off and by the time the French Coast was reached, so much time had been lost the pilot decided to abandon mission. Weather was clear, but hazy, fair to good visibility. Fires, explosions and smoke indicated a good effort. Slight flak, nil fighter activity. Aircraft "F" jettisoned bomb load to lighten the aircraft. Aircraft "G" jettisoned 1 x 500 lbs. bomb safe which hung up over target. The captains of the new crews flew the Oxford to Linton and Carhaby ferrying passengers and at the same time familiarizing themselves with the surrounding countryside. Some of our N.C.O.'s. were interviewed by the base commander for commissions.

NIGHT	HALIFAX VII	J.42472 P/O Bontar S.M.	do	17:00	00:10	"MOONLIGHT MERMAID"
14/15.3.45	NP.689 "M"					

80th OP.

This crew report no cloud, slight ground haze. The target was identified by gas and red and green T.I's. The attack was made from 13,700 feet at 2017.4 hours on a heading of 070° at 160 M.P.H. The bombs were released on green T.I's. Marking was ample and well concentrated. Smoke covered a wide area and bomb bursts were plentiful. Large explosion occurred at 2023.0 hours in the smoke area following immediately by two smaller ones. The aircraft landed at base without incident. Load carried: 8 x 300 lbs. ANM.64 and 6 x 500 lbs. M.C.



The East Moor ground crew who helped NP689 set an operational record in Leaside Squadron. Left to R - "Pinky" Molinsky, Peter Wilson, W/J. McDonald, [Sgt. in charge] J. Robinson, Ian Duncan, L. Lawson, John Bright and Jack Webb.

Ten aircraft detailed to attack Castrop Rauxel and ten aircraft bombed the primary target. Visibility fair due to slight haze over the target. Large orange explosion were reported which indicates accurate bombing. Slight to moderate flak, nil fighter activity. Aircraft "I" had 1 x 500 lbs. bomb hung up over target jettisoned safe. Aircraft "P" reported three small flak holes received over target. Seven aircraft were detailed to attack Hagen. All took off and six attacked the primary target. Aircraft "M" captained by J.42472 F/O Bonter S.M. reported missing. Weather over target was clear with some haze, Bombing was concentrated and numerous small fires reported in target area. Flak was moderate, few searchlights ineffective with numerous fighter flares. Aircraft "J" reports one flak hole in port aileron over target area. Five of our screened personnel are posted to "R" Depot effective 20th. March, 1945. An inspection of our aimens quarters on No. 3 site was carried out by the Squadron Commander and Adjutant. Conditions appeared fairly good. The N.C.O's. quarters could have been better, but as we have been operating five days running they have little time except to eat and sleep. One new crew reported in captained by J.41586 F/O R. H. Ritchie.

15.3.45

RAF	HALIFAX VII	J.42472 F/O Bonter S.M.	do	17:07
15.3.45.	NP.689 "M"			

81 OP

SHOT DOWN  
HAGEN, GERMANY.  
KIA

POW  
POW  
POW  
KIA  
KIA MURDERED →

This aircraft failed to return from this operation. Nothing A.292 has been heard from any member of the crew since take off. Below are the operational trips, points and hours of the crew. Load carried: 1 x 2000 lbs. H.C. and 12 x No. 14 clusters.

	OPERATIONAL		
	Points.	Trips.	Hours.
J.42472 F/O S.M. Bonter (pilot)	10	4	25:45
J.41395 F/O H.E. Vachon (NAV)	10	3	19:40
J.41608 F/O A.T. Hinchcliffe (A/B)	10	3	19:40
R129717 W/O Anderson E.V. (WCP/AG)	10	3	19:40
R267352 SGT Lawton D.C. (I/G)	10	3	19:40
R267359 SGT Scott T.D. (I/G)	10	3	19:40
1681850 SGT Colquhoun D. (RAF) (F/E)	10	3	19:40

MURDERED BY  
GESTAPO  
3 APR. 45

After leading the squadron in safe operations for ten months, the end of "Moonlight Mermaid" came on a day trip to Castrop Rauxel. NP689 was struck by incendiary bombs dropped from another Halifax aircraft flying above them. Four of her crew baled out and survived, J41395 F/O N. Vachon, J41608 F/O A. Hinchcliffe, R129717 W/O E. Anderson, and the rear gunner R267359 Sgt. T.D. Scott. The full details can be read online, in short, Sgt. Scott was led to a bomb crater with other Hungarian prisoners of war, made to kneel down, and was then shot in the back of the head. [Executed by the Gestapo] In postwar, seven German nationals were charged with his murder, the Gestapo Chief, Friedrich Otto Adolf Hollborn was hanged at Hamein Prison on 23 January 1947. P/O Thomas Delmar Scott J95497 was born at Pincher Creek, Alberta, murdered by Gestapo age 29 years. Buried in the Reichswald Forest War Cemetery, Kleve, Germany. The body of British Flight Engineer Sgt. Colquhoun has never been found and has no known grave.



Aircrew Remembered

